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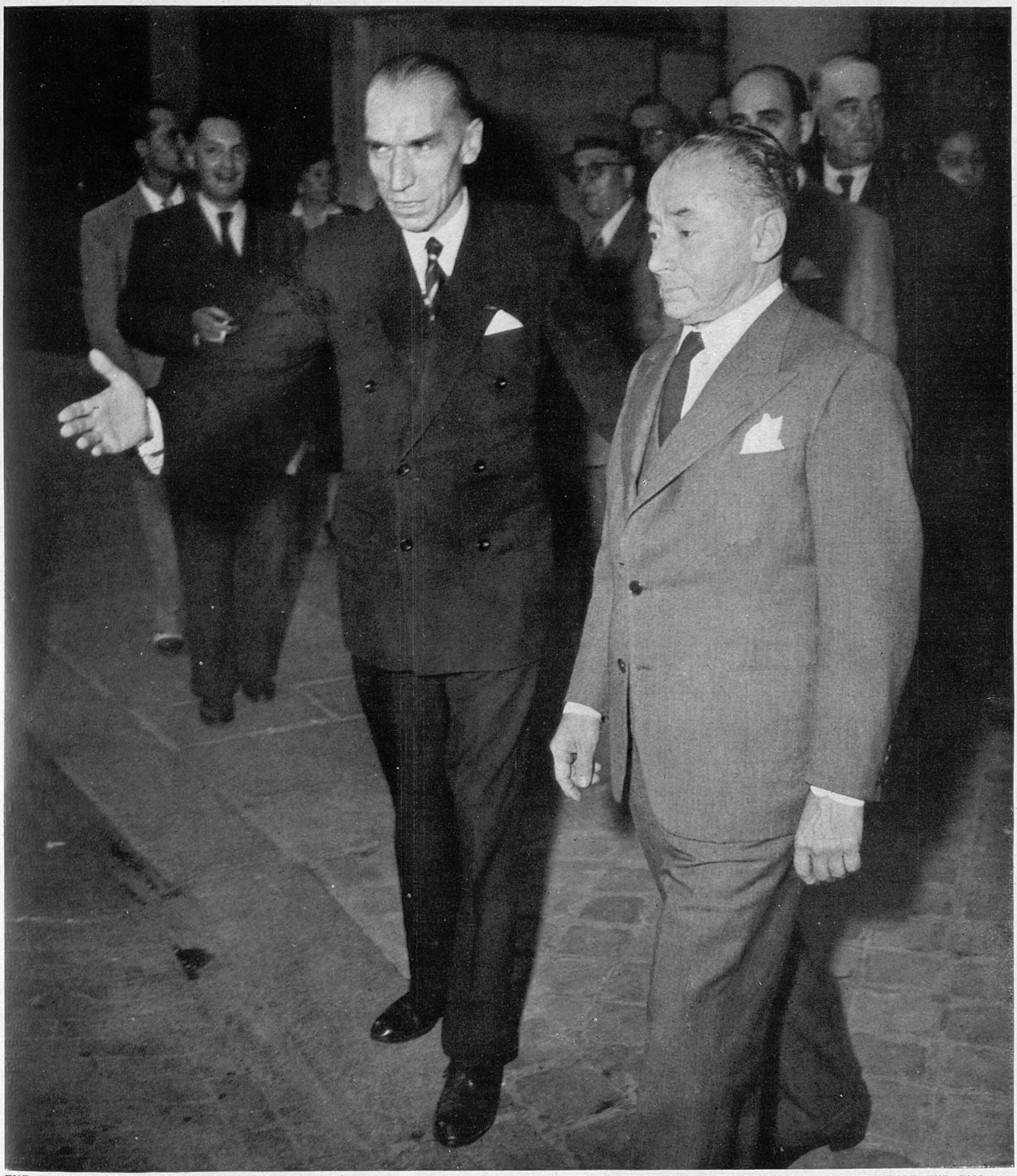

THE RE-EMERGENCE OF M. REYNAUD—M. ANDRÉ MARIE (LEFT), FRANCE'S NEW PREMIER, WITH THE MAN WHO WAS LAST PREMIER BEFORE THE FALL OF FRANCE IN 1940: Last week-end M. Reynaud was the centre of controversy, as M. Marie decided to bring him into the Government as Finance Minister

While Britain has had one Prime Minister since the close of the war, France has had seven, De Gaulle, Gouin, Bidault, Blum, Ramadier, Schuman, and now Marie. Last week-end this latest of the Premiers in the long list was engaged in Cabinet-making, and his plans, remarkably enough, centred round none other than M. Paul Reynaud, the last Premier of France at the time of that country's fall before the German onslaught in 1940. On Saturday it was announced that M. Reynaud, an Independent, had accepted the Finance Ministry, but the Socialist Group in the Assembly, after three hours debating, decided they would not support him as far as that key position was concerned, and as far as his elaborate financial plans were concerned. Meanwhile, M. Marie was confirmed as Premier by a handsome majority, but this did not blind Frenchmen to the fact that the new Government could be little more than a caretaker Government. Speaking at Angers, Maine-et-Loire, last Sunday, General de Gaulle declared, when referring to the coming local elections: "Very soon the will of the nation will be able to make itself felt, and I am assured of success in the result"

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Lessons Learned?—A Government always learns while it earns, and sometimes, unlike members of higher professions, it starts with everything to learn. That our Government has had many startling lessons in what not to do is obvious. The wonder is that it has taken so few to heart. That, no doubt, is due to vanity and the confidence bred of a vast Parliamentary majority; but I feel that at last it has taken at any rate three lessons to heart. However large its majority in the House, a Government will find that it pays: (1) Not to foster class hatred. (2) Not to pander too obviously to its more truculent party supporters. (3) Not to throw overboard fair play in order to achieve even a necessary economy. These three lessons are exemplified in the following cases, *imprimis*: 1. The gutter-sniping of Bevan and sometimes Shinwell. 2. The compromise clause on the Death Penalty. 3. The standard petrol ration deduction from "E" requirements. I fancy we shall for a month or so find Bevan and Co. more mild and conciliatory (by order); I fancy that a good deal more care will be taken for the rest of this year to examine all aspects of a bill or clause before drafting a swift expedient of which the frailties are easily exposed and terribly damaging to the Government's reputation; and I fancy that the injustice to volunteer workers in the "petrol" compromise has already given, and will continue to give, such a headache to all concerned in the Fuel Ministry and in the allocation of petrol that Mr. Gaitskell's compromise will become an ever-increasing anxiety and cause of criticism and will result in concessions leading to the piecemeal cancellation of a method of allocation doomed to fail from sheer injustice. First, the Civil Servants will be exempted, then the County Councillors, and perhaps at last magistrates and other volunteers, from the monstrous penalisation of useful citizens whose work the State still relies on.

Let 's be Rude.—Aneurin Bevan, as forecast, has decided to concentrate his bile on individuals and forgo the alienation of voters in the mass, in view of the coming General Election, and a warning from on high. Bitterness and bad manners he cannot slough off. They are his nature, but he is prepared, until after the General Election, to adapt his nature to meet the needs of the Socialist Election machine. The mass vermin *mot* cost too many votes. Mr. Churchill, of course, is individual target No. 1. The old enemies cannot meet without snarling, and Bevan is the dog for the lamp-post. And yet we ask "upon what meat has this our Cæsar fed that he has grown so great?" I, Bevan, invented health for the nation. No statesman ever thought of it before. Alone I did it. All my own unaided work. As for Mr. Churchill, he murdered babies and mothers. My own record of murder is hardly half as high. And as for Burleigh, Gladstone and Disraeli, they didn't even supply the suffering poor with radium and flying ambulances. Such and so forth is presumably the reasoning of this swelled head.

Costello's Optimism.—I am wary of reference to Irish politics, for I love a quiet life. Nevertheless, I ask myself whether Mr. Costello was indeed "speaking with due reserve" when he told the Dail that "for the first time since 1922 there was hope of securing a United Ireland because of advances being made." I have no doubt that it is true that in certain circumstances the interests of Britain, the Northern Counties, the United States, Europe and civilisation would be served by a United Ireland in peace or war. But how to assure the conditions precedent? It was small wonder if the Acting Premier of Northern Ireland expressed his amazement at Mr. Costello's words. For if tentative advances *are* being made, what crass folly to advertise them; and, anyway, how coolly would the suggestion of a *fait accompli* be received by Britain, without qualification so clear and strong as to remove the memories of Eire's "neutrality" in the late war. Nor could the possibility of such an event be welcomed on its face without qualifications as clear and strong concerning innumerable economic problems inside Ireland. Let us hope and believe that, under Mr. Costello, the Government of Eire has shed some of the green pea-soup nationalism of Mr. de Valera. But, even so, it is early days to speak of hopes of the accomplishment of the ideal, before the voice of Northern Ireland is heard and the doubts as to Eire's policy and practice in war or peace as a member of the British Commonwealth are laid to rest by lucid and categorical assurances on the part of Eire's Government.

France's Need.—It was authoritatively said in the last week of July that what France most needed was "a Government by Sunday." Certainly a Government is valuable when a nation is trying to avoid a world war in concert with other nations of goodwill, because a Government represents its people, it being mathematically and spatially impossible for 30,000,000 people to crowd into a hall and voice their opinions. Never more than to-day has the realisation of the helplessness and inarticularity of the peoples of the world, the innocent victims of centuries of bloody wars (whose only longing is for peace), been more acute and bitter. These victims remember with sorrow how often in a crisis of fate America has been more concerned with a Presidential election than with the instant menace; how often France has been playing the game of party-political bowls when the Armada is in the offing. And now once more . . . France needs a Government. But what sort of a Government? I think France has wanted a Government nearly all my lifetime, a Government which can look beyond party stratagems and advantages, a Government composed of men nobler than party hacks, professional punters, a greasy pack of cards shuffled and re-shuffled. It wants (and has long wanted) a Government that knows the meaning of government, that sees France and Europe first, and the endless adventure of place and power last.

Pamphlet No. 15.—History cannot show at any period a nation 100 per cent. behind its Government. Always there are malcontents, and in times like these malcontents who do more than grumble. It is this fact which has always induced me to the belief that even Stalin's cards are not quite all trumps. Even iron curtains have chinks and iron hands are not omnipotent. Therefore, it intrigues me to hear that an anti-Communist pamphlet emanating from the Red Army has come to hand in Vienna, and I should like to be assured that it is genuine. It suggests that the Russian Army is not without its bitter, critical elements, that desertions are serious, injustices rife and (better still) it suggests that the Russian people are not so totally ignorant, as we supposed, of events beyond the curtain and have already a faint suspicion that Stalin's policy is leading them towards another agony of world war, and that (what we are *quite* certain is true) the Russian people have no desire to enslave and suppress liberty-loving neighbour-nations. On the contrary, they envy them, and many would be glad to join them. There, then, are one or two weak cards in Stalin's hand which at least hint at the possibility that Russia may yet save her face in a compromise over Berlin, *if only the West does not falter*. No nation in civilisation could fight a world war for even six months to-day, save only perhaps America. No other nation has even partially staunched the running wounds of the last war. And if Stalin were to launch his nation in another war, the iron curtain would certainly yield chinks of a larger size.

THE EARL OF DERBY MARRIED AT WESTMINSTER—LEAVING THE ABBEY WITH HIS BRIDE, LADY ISABEL MILLES-LADE, AFTER THE CEREMONY, WHICH WAS ATTENDED BY THE KING AND QUEEN, PRINCESS ELIZABETH, PRINCESS MARGARET, AND THE DUCHESS OF KENT: A great crowd assembled outside the Abbey three hours before the service. A wedding at the Abbey itself is always a rare event in London social life. The bride, who was given away by Earl Sondes, her brother, wore a gown of mother-of-pearl satin brocade with a crinoline skirt. The honeymoon is being spent in Paris

Death Penalty Compromise.—Inevitably, and as expected, the Lords defeated the Commons' capital punishment compromise clause. The Bill, with all that is wise and reasonable in it, is still in existence and can become law. The death penalty clause is eliminated and probably the Government is thankful that it is. For that clause was a disgrace to our political integrity, wisdom and even decency, and no speaker made that clearer than the Lord Chancellor, who assented to it with civil leer and revealed his own detestation of its sophistry as any lawyer must. To call his own speech "sophistry" was a mild term. I doubt if any lawyer in Parliament ever made a speech so half-hearted, so full of chinks and loopholes, so disingenuous. "He squirmed as a lawyer, he obeyed as a politician" (to copy Gibbon as a lover and a son). He must have been thankful to see the dreadful hypocrisy killed. And now what? Another sop to the Commons' malcontents? Another compromise clause? Or the regularising by practice of the Home Secretary's duty of recommendation to the King for commutation in special cases, until it become a normal function of that Minister in almost all cases where the death penalty has been passed? This last is only an unwritten, in lieu of a written, wrecking of the rule of law which must be based on morality to survive. It is also giving a new and dangerous power to a Minister.

Representing Spain.—The Duke of San Lucar, well known in London in former years as Viscount Mamblas, is certainly doing a good and vigorous job as Spanish Chargé d'Affaires, if to make known modern Spain to England, and *vice versa*, is an important item in his brief. His knowledge of London and England is deep, his experience goes back a long way, and it will not take him long to become up-to-date. He speaks English absolutely perfectly, so that he might be chosen as an (unattainable) model for Parliament's orators. His manners are, equally, an unattainable "target" for Englishmen, and he has a sense of humour and a very observant and interesting mind. He has entertained representative people at a number of luncheons, has watched our national game, played under conditions of January, at Lord's, and scorned to wear a fur coat or a railway rug, or even to raise his eyebrows at that signal instance of English lunacy. He has met Conservative Members of Parliament at the House, and no doubt scores of Socialists there and elsewhere. In short, if the Duke of San Lucar represents Spain in more than the titular diplomatic way, I can think of no country in civilisation with which I should prefer to enjoy the closest social, cultural and political relations to-day.

Appeals.—They snowball, these appeals for money for worthy objects, appeals to help the survival of traditional institutions dear to many of us. They are moving appeals. One has to wait for one's monthly bank-balance figure, of course; and if that be satisfactory (it never is), one needs something more—a right judgment in all things. For even a pre-war Duke of Westminster can't support the lot, and a post-war scribbler certainly cannot. Which, then, is to receive priority treatment? Rural crafts in a mass-producing machine age? Boys' clubs and camps? What better object exists than to tap our moral problem at the source? To keep the "dear old hounds" going? What will the anti-blood-sport boys say to that? To help the blind, the ignorant, the downtrodden? Since the Government, with my money, have guaranteed employment, health, education and a "full life" to all, common sense and the process of elimination suggest that my "available balance" should go to the dogs (the "dear old hounds"), despite the condemnation of the A.-B.-S. boys. For the hunt is not State-supported, while almost everything else is.

THE OLD STAGER

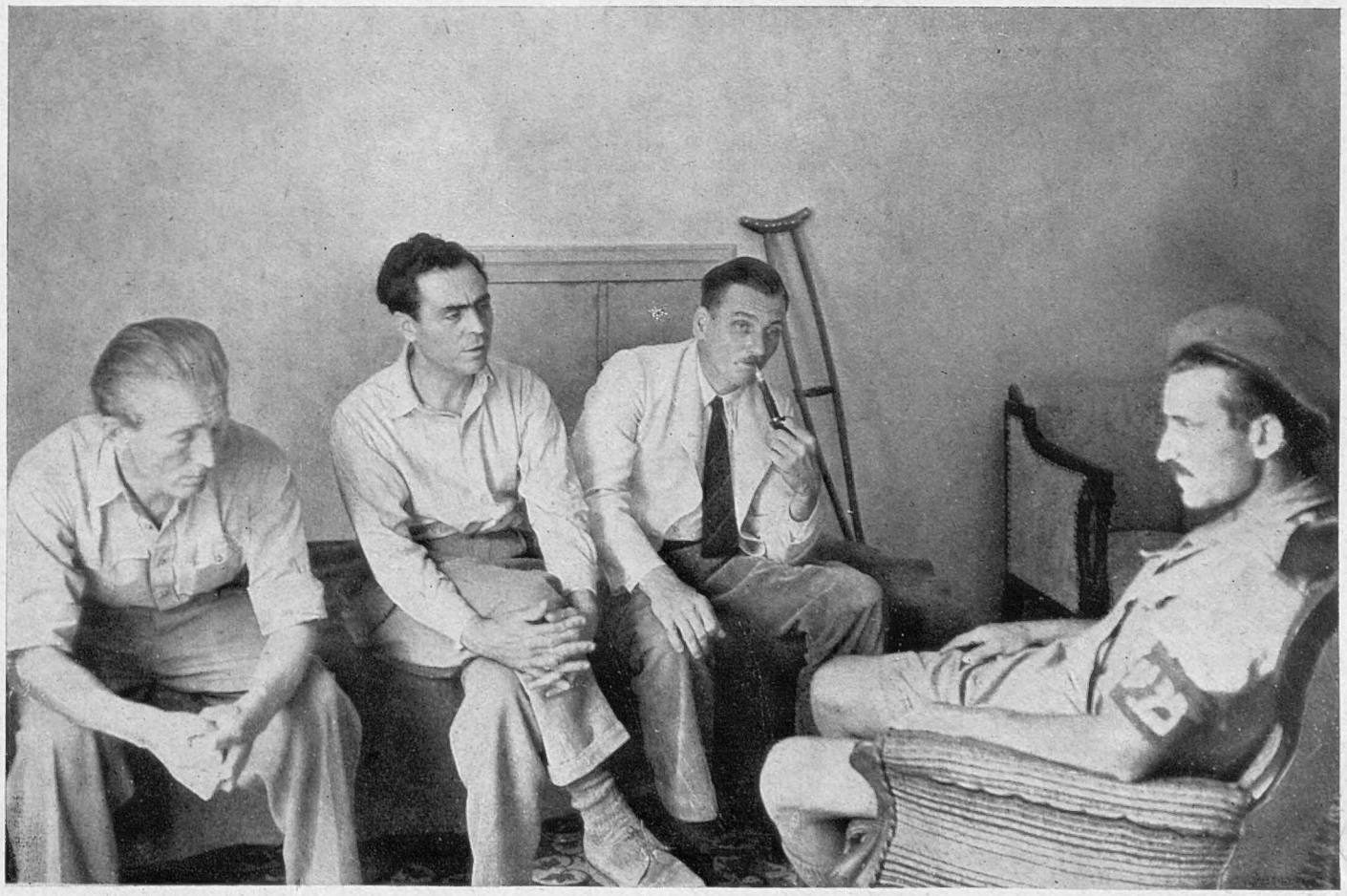
DISASTER NEAR THE TEMPELHOF AIRPORT : Men engaged in clearing the debris of a twin-engined Dakota transport, engaged in the Berlin "air lift," after it had crashed near the airport shortly before touching down. The two occupants of the plane were killed, and the burning petrol set fire to a four-storey block of flats, fire engines coming from throughout the western sectors in order to put out the blaze. An unopened parachute was found a few yards from the machine. It is believed that several Germans died in the wreck. This was the second American plane to meet with disaster since the start of the air lift, a twin-engined transport having hit a peak near Frankfurt three weeks ago

BERLIN AIR-LIFT CRASH

An American G-47 Crashes Into a Block of Flats

IN THE HANDS OF IRGUN

Britons are Held by Jews in Palestine



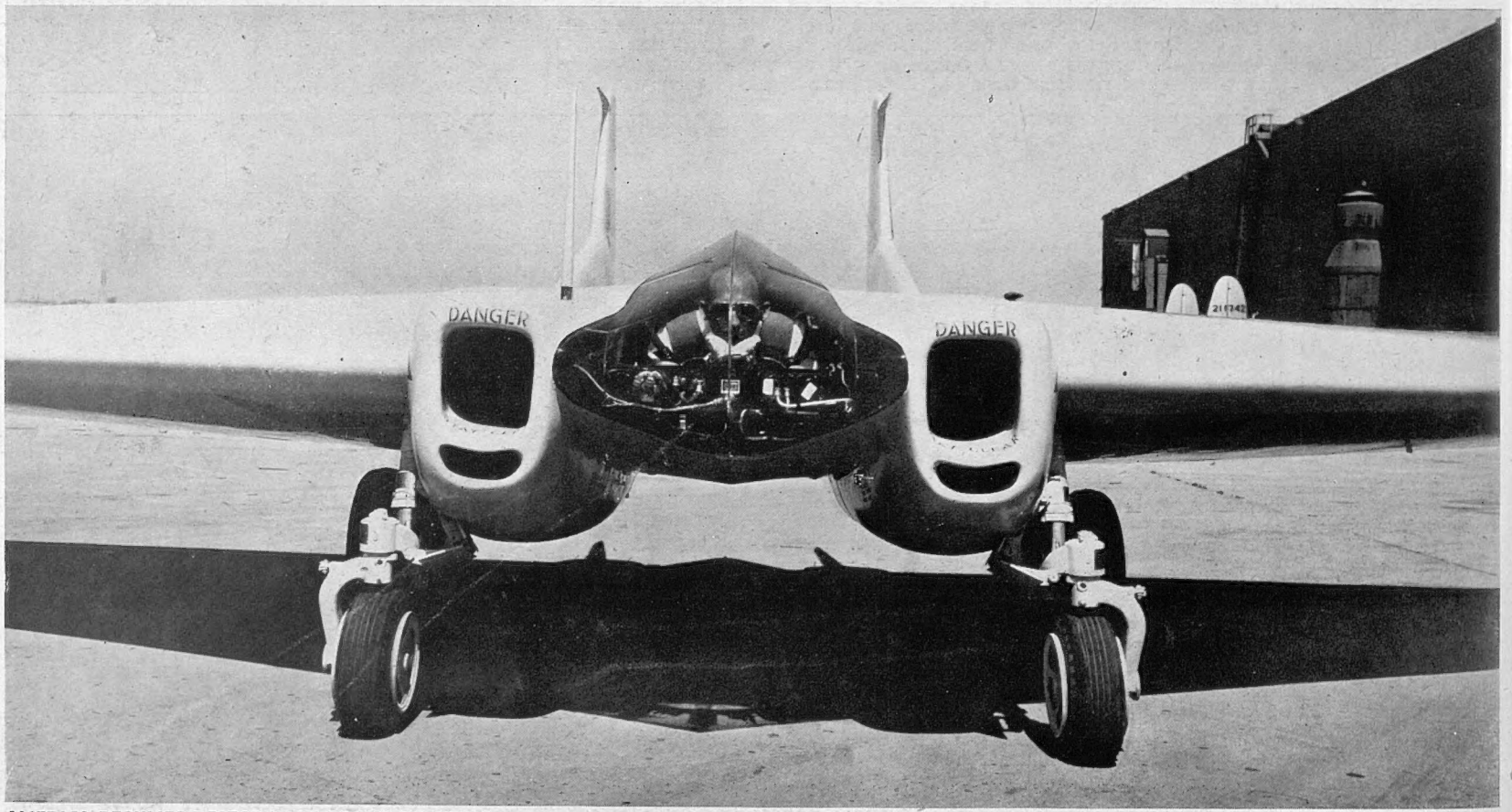
On right—Here, guarded by an Irgun military policeman, are three of the five Britons held by the Jews on suspicion as spies. They were kidnapped by Irgun, in Jerusalem, on July 6, and they were recently handed over to Israel's police and sent to Tel Aviv. The names of the men are Thomas Michael Bryant (Somerset), Thomas Downs (Staffs) and Alfred Leach (Bristol). Bryant is described as acting manager of the Jerusalem Electric Corporation

Aviation News

LONDON TO PARIS IN 34 MINUTES

A JET FLYING-WING WITH A PRONE PILOT

BRITAIN'S ALL-JET AIR-LINER BREAKS THE LONDON-PARIS RECORD: The Vickers twin-engined Viking, powered by the celebrated Nene engine, about to land at London Airport after completing the London-Paris trip in 34 mins. 7 secs. and the return journey in 36 mins. 30 secs., the average speed over the whole distance being 370 m.p.h. The machine was piloted by Vickers' chief test pilot, Captain J. ("Mutt") Summers, and the flight was made on the thirty-ninth anniversary of Louis Bleriot's successful Channel crossing. Captain Summers lunched in Paris with Bleriot's son. The times achieved on this remarkable flight compare with the 41 mins. for the London-Paris run achieved by a four-engined Lancastrian flying with two Nene engines and two Merlin piston engines, and the 20 mins. taken by Squadron-Leader Waterton flying an R.A.F. Gloster Meteor



AMERICA RESUMES RESEARCH IN PRONE PILOTING—A NORTHROP XP 79 FLYING WING WITH THE PILOT LYING IN A PRESSURISED COCKPIT BETWEEN THE TWO JET ENGINES: The machine is the subject of experiments organised by the United States Navy and Air Force, and is a product of the Northrop concern

On July 5, 1944, Pilot Harry Crosby, of Northrops', took off on a rocket-propelled Flying Wing from Muroc Air Base, California, flying the machine in a prone position. A year later Crosby was killed, and for the time being experiments in prone piloting were dropped. Now the United States Army and Navy have revived the idea, and their latest experimental plane is an XP 79 with two jet engines, the coffin-like cockpit being placed between the two jet engines. No details are available regarding the performance of this machine, but it is believed that it could fly in and out of hostile fighter formations, and could be a decisive factor in modern aerial combat

SHOOTING STARS COME IN LOW OVER ODIHAM: American jets, after covering 4,288 miles in under eleven hours flying time, swooping over the Hampshire airfield

THE F80 LOCKHEED SHOOTING STAR, CRACK FIGHTER OF THE UNITED STATES AIR FORCE: One of the sixteen American jets with undercarriage down, about to land on the runway at Odiham, Hants. The motto of the squadron emblazoned on the fuselage is "Ready and Waiting"

SIXTEEN U.S. JETS SWOOP ON ODIHAM

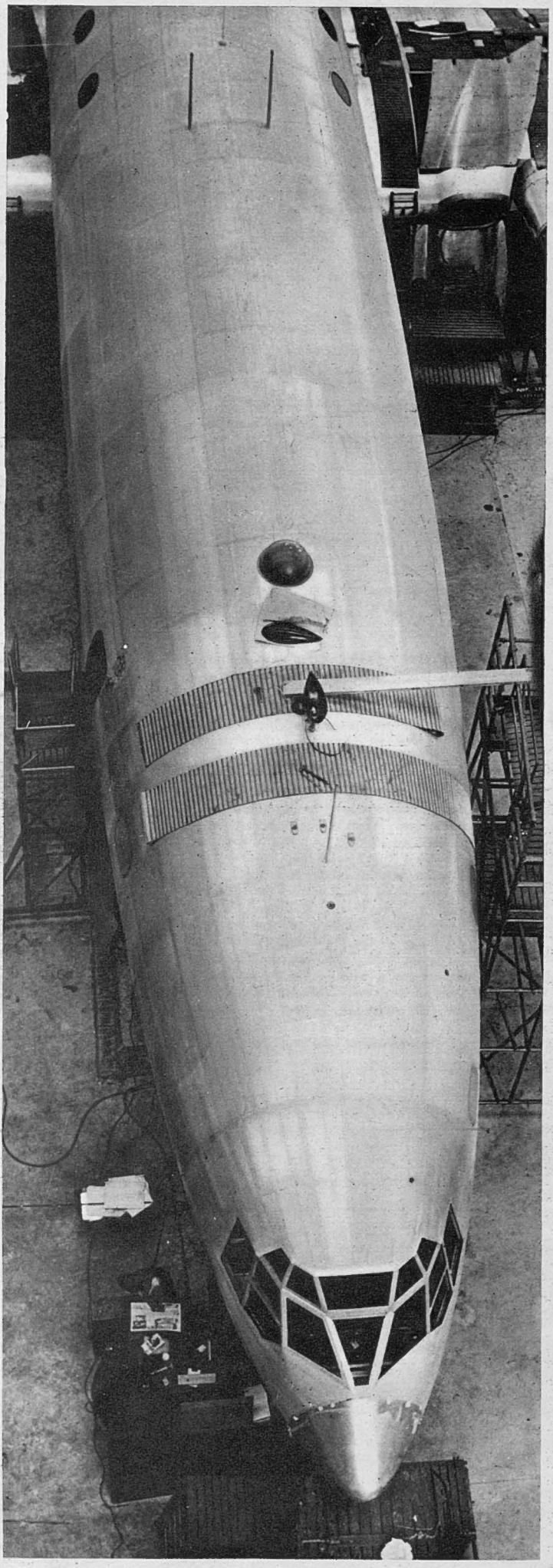
After Their West-East Crossing of the Atlantic

R.A.F. Vampires, making the first east-west jet crossing of the Atlantic, met the sixteen U.S. Shooting Stars at Goose Bay, Labrador, the latter outward bound on the first west-east jet crossing. Both squadrons put up spectacular performances. When the U.S. jets arrived at Odiham air attachés from twelve countries—but not Russia—saw them land, and the Yugoslav attaché actually took photographs of the planes, which carried the squadron motto: "Ready and Waiting." Lieut.-Colonel David Schilling, twenty-nine-year-old leader of the flight, told Air Marshal Sir James Robb, "You can take it from me we are really ready." On the last leg of their journey, from Stornaway, the jets did the 550 miles in 1 hour 40 minutes

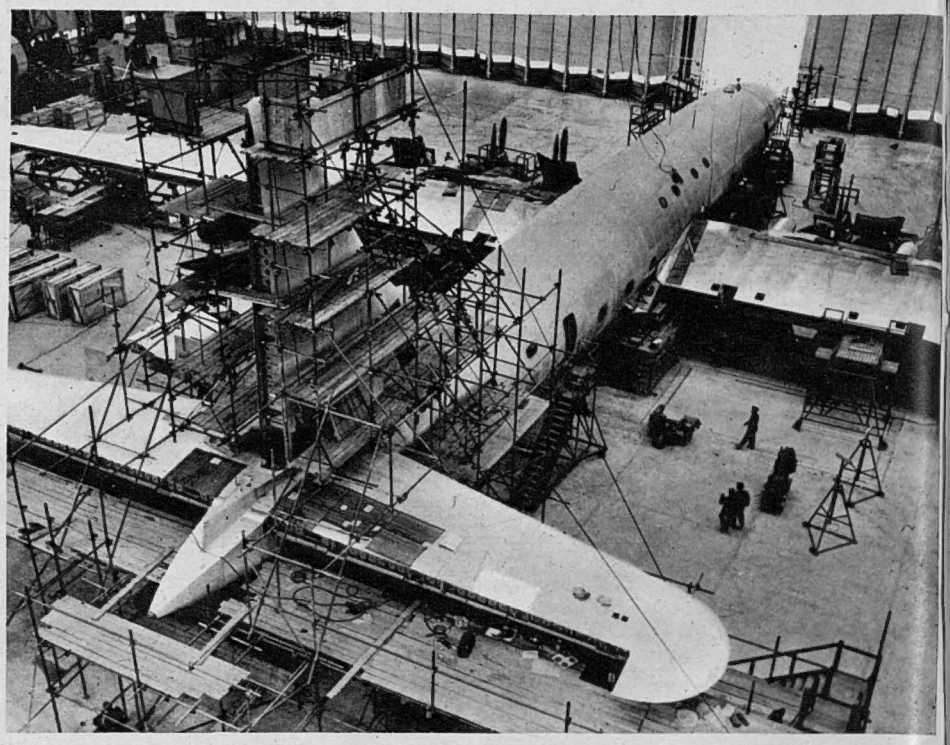
A DISPLAY OF MASSED MIGHT—JETS OF THE 36TH FIGHTER WING CRUISE IN FORMATION OVER THE CARIBBEAN: These Lockheed Shooting Stars were tuning up for their departure for Germany. It was arranged that they should be brought to a Scottish base in the U.S. carrier "Sicily," and from Scotland they should fly in formation to the United States Zone of Germany. It is believed that this is the largest formation of jets ever photographed

ASSEMBLING THE MONSTER BRABAZON

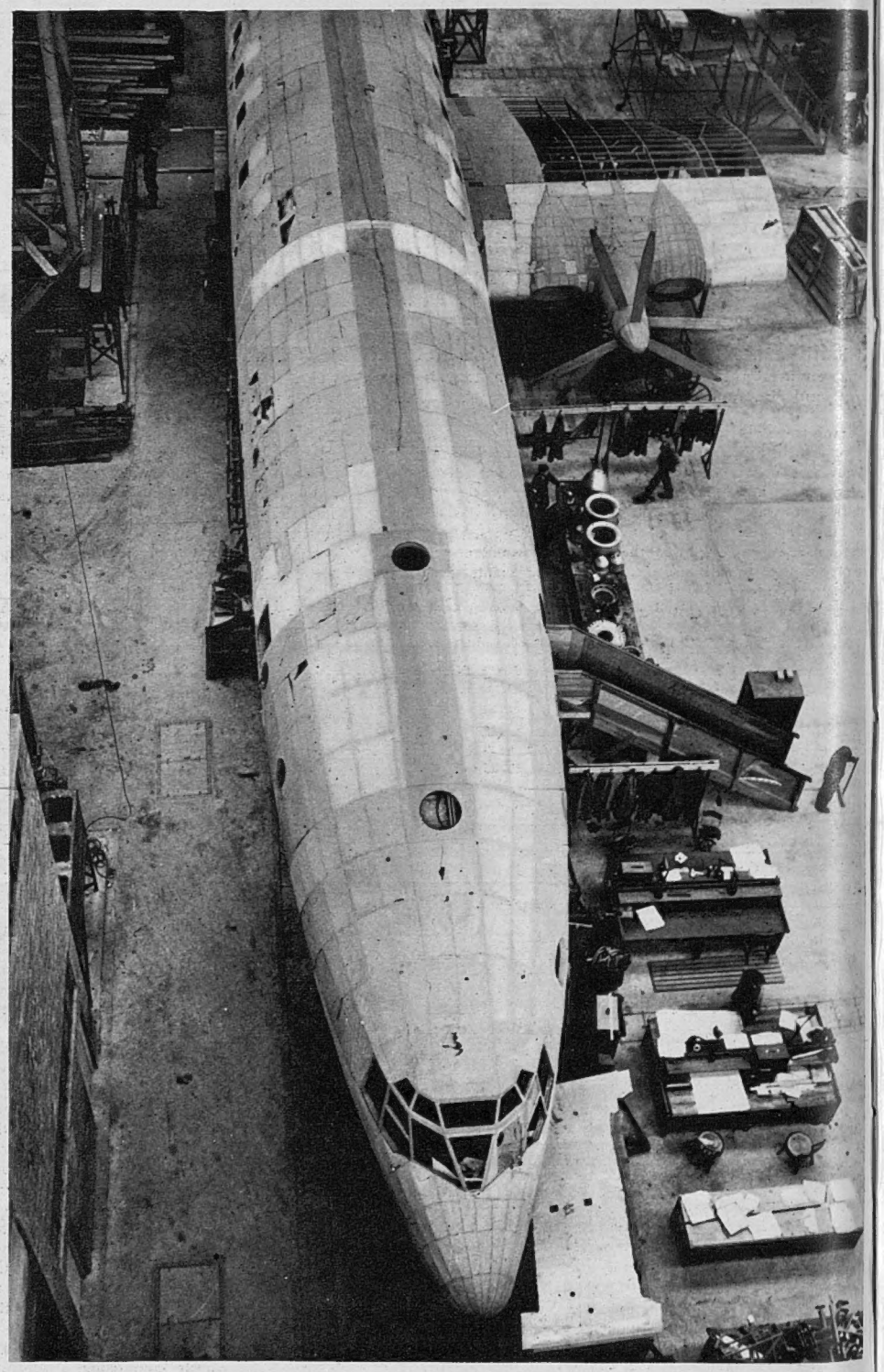
"The Queen Mary of the Skies" Nears Completion in its Filton Hangar



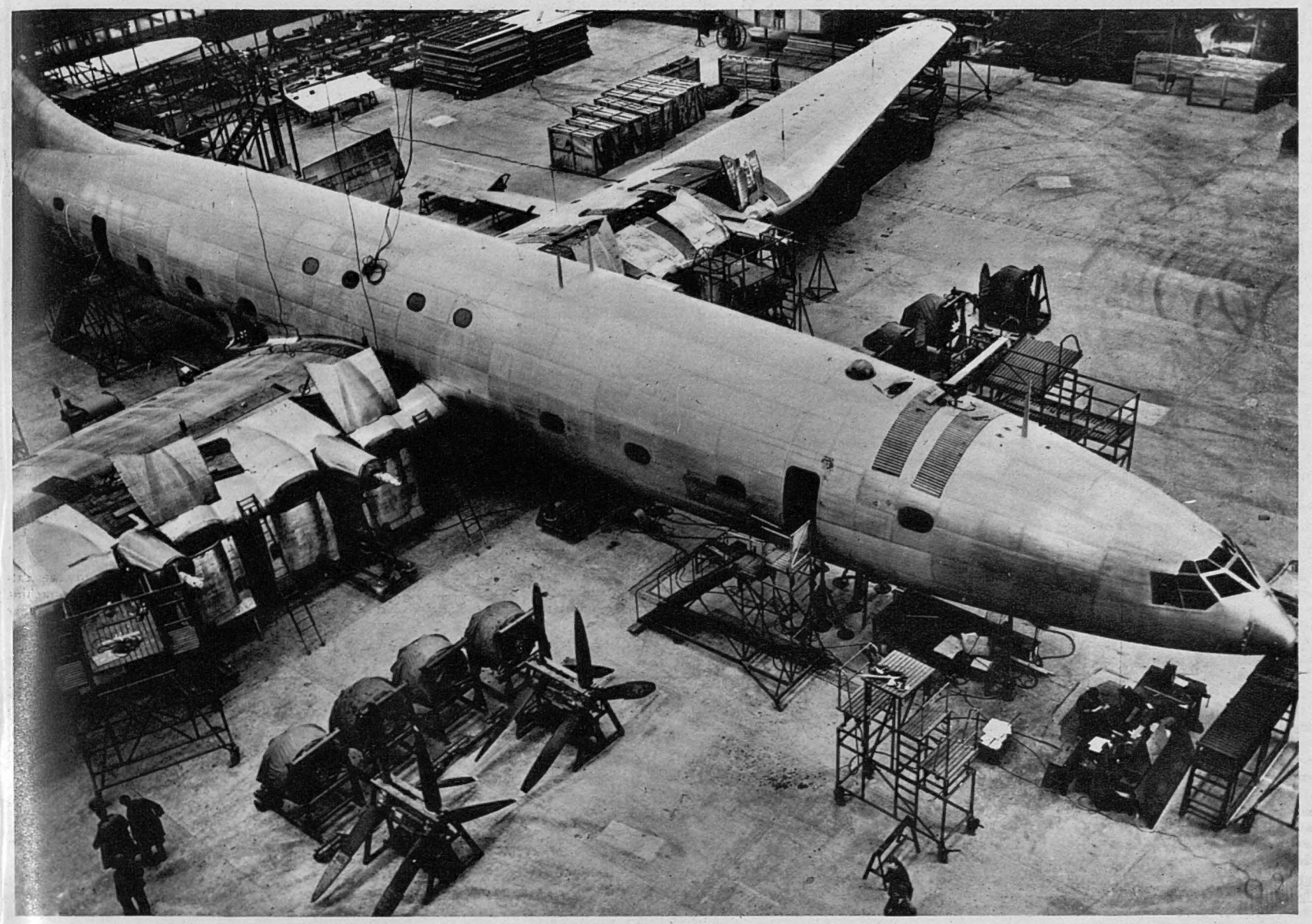
THE NOSE OF THE BRABAZON I PROJECTS FAR BEYOND THE WINGS: An overhead view of the fuselage to which the wing sections are now being fitted. The passenger compartment of the mighty air-liner is 143 ft. long, and she will be able to take between 70 and 100 passengers in bunks. Brabazon aircraft are likely to be in service on B.O.A.C.'s North Atlantic route by 1951 or 1952. The prototype will not be used in service



BESTRIDING THE NARROW WORLD LIKE A COLOSSUS! The Brabazon I viewed from the catwalk, 70 ft. above the ground, in the special hangar at Filton, where the great machine is nearing completion. The Brabazon may be ready to start her trials this November



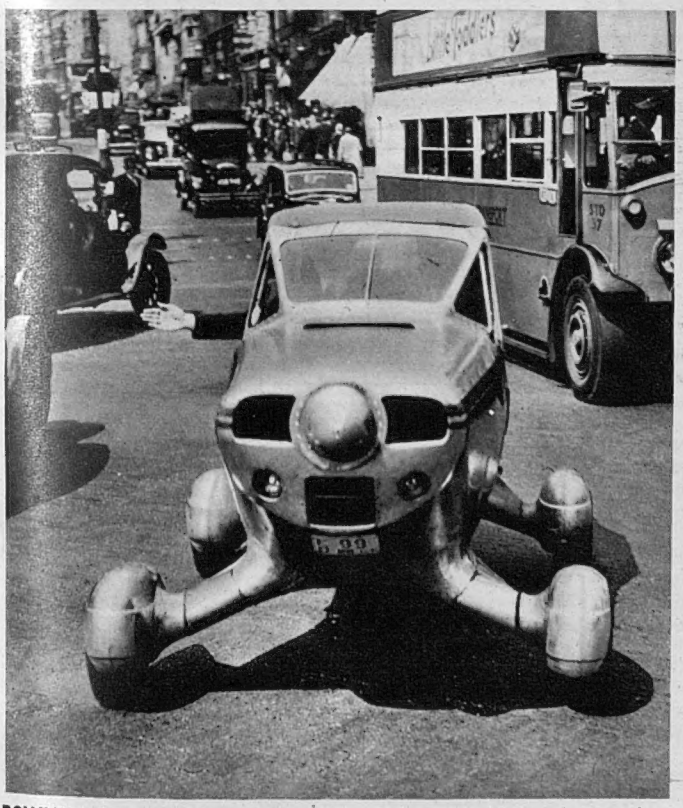
"MOCK-UP" FOR A NEW BRABAZON: This full-scale model has been built at Filton for test purposes during the construction of the Brabazon II, work on which has now begun. One purpose of a "mock-up" is to enable flying men to be consulted with a view to modifications after they have been able to make a physical check of the lay-out of the air-liner



THE INSTALLATION OF THE BRABAZON'S RECIPROCATING ENGINES—WORK IN PROGRESS ON THE FINAL PHASE OF THE AIR-LINER'S ASSEMBLY : The eight Centaurus engines are coupled in nacelles. In the Brabazon II the propellers will be driven by gas turbines. From wing-tip to wing-tip the Brabazon I measures 230 ft. and in most respects she approximates to the dimensions of Consolidated's B 36, which the Americans claim is the largest land plane in the world

It was in 1942 that a Government Committee under the chairmanship of Lord Brabazon of Tara was set up to evolve an air-liner that would give British civil aviation in peace-time the dominating position that the R.A.F. had during the war. The Bristol Aircraft Company was selected to build this veritable "Queen Mary of the Skies," and from the outset it was clear that their machine would not fall far short of the dimensions of the American giant, the Consolidated Vultee B 36. It was, and is, the greatest single undertaking ever entrusted to the British aircraft industry.

In building very large aircraft it is now found that the main assembly of the structure is best accomplished by the old-fashioned methods of shipbuilding, nearly all the major components being built together in a comprehensive jig. The Brabazon I has now emerged, or nearly so, from the initial phase upon the stocks, and may almost be likened to a ship in process of completion in the fitting-out basin. Since last year, when the Brabazon was named at Filton by Air-Marshal Sir Alec Corytown, she has been under assembly in the vast hangar adjoining the start of the new 3,000-yard runway at Filton. The hangar has a floor space of nearly eight acres, and has been built expressly for this task. Building the Brabazon has really constituted a plunge into the unknown, for there are a host of imponderables when working on such a scale. Costs have been enormous, and before she is finished at least £6,000,000 will have been spent on Brabazon I. When she crosses the Atlantic technicians will take note of every phase of her performance, and upon the lessons learnt will depend the modifications incorporated in Brabazon II, the gas-turbine edition of the mighty air-liner.



BOWLING DOWN FLEET STREET : The Fulton airphibian, with wings and fuselage removed, showing its paces as a land machine. The flying motor-car can do a steady 45 m.p.h. on the highway, and in the air it has a cruising speed of 125 m.p.h.

MR. FULTON'S FLYING CAR

The motor car that flies, the plane that runs on the road, in fact the Fulton airphibian, arrived in England at the beginning of this month and at Gatwick Air Pageant thousands of Londoners saw its truly remarkable powers demonstrated. Mr. Fulton, a descendant of the Robert Fulton who was father of the steamboat and a pioneer of submarine design in the Napoleonic era, perfected his machine after the close of the Second World War, and he claims "it has been flying for two years with never a bad-tempered minute." In the air the machine is steady and easy to handle, while on the ground she is a small car without vices. The same controls are used both on land and in the air. The whole operation of connecting the machine for flight takes only seven minutes. The fuselage and wings of the airphibian are constructed in one piece, and merely by the disconnection of three locks the cockpit, with engine and four wheels comprising a separate unit, are detached. It only remains to remove the propeller and the airphibian is ready for the road.

"SHE HAS BEEN FLYING FOR OVER TWO YEARS WITH NEVER A BAD-TEMPERED MINUTE" : The Fulton airphibian is the invention of Mr. Robert E. Fulton, Junior, President of Continental Incorporated, and was demonstrated recently at Gatwick

Mr. TRUMAN STARTS SOMETHING in the SOUTH

Negro Rights and States Rights are Vital Election Issues

By FERDINAND TUOHY

WHILE even the thought of a serious secessionist movement is so much moonshine, something has happened in the Southern States of America to match which one must go back seventy years.

After the North's victory in the Civil War—20,000,000 Yankees against less than 8,000,000 Southern Whites—there ensued the notorious humiliation of the conquered by "Radical" politicians. These came from the North and were called "carpet-baggers" because they flitted with that article of luggage from State to State in the battered and demoralised South, setting up the Negro as lord and master of the local Whites.

A nauseating business, it was recalled by "shots" in *Gone With the Wind*. Its leading artificers were Charles Sumner, of whom it can be said that at least he was an honest fanatic of the kind that took *Uncle Tom's Cabin* as the Abolitionist Bible, despite the heaping evidence of Darkie content on the plantations, and who believed that the Southern slave-holders were so many sadists; and Thaddeus Stevens, ever since referred to as "a foul creature," whose one and only idea was to make the down-and-out Southern aristocracy eat more and more dirt.

These two men had Congress in their hands and ran the pliable Presidents Johnson and Grant for a decade—1867-77. Their special method of tyrannising over the South was to pack government and public offices with Negroes who were in the pockets of the Northern carpet-baggers. As an example of the sort of thing that was inflicted, two-thirds of South Carolina's 155 legislators were black, and but twenty-two of them could read or write.

The sudden hoisting for sordid political reasons of the primitive African Negro, his overnight accession to power, money (largely through corruption), western clothes, cigars, gin and gold embellishments, poisoned the air. Gradually the South resisted, fought back, the first implement being the Ku Klux Klan. But many years of bitter struggle were to elapse before the South retrieved something of its defeat on the battlefield by driving out Northern "Radical" rule and writing an end to "Black Republican" government.

The year was 1877, and from then onwards the Solid South took on a racial tinge. The Negro suffered most from the mischievous Northern attempt to make him the tool of party. A re-assertive South deprived him of his political rights and socially ostracised him. Ways and means were found to encompass the former by such things as a poll tax and a literacy test.

This was the position seventy years ago. It has endured ever since, in a broad manner of speaking. But now President Truman is seeking to end it. Americans may be said to be in direct contact with 1877 over the Negro Question.

Much has altered since then, of course. The American Negroes have advanced intellectually and artistically (a Carver, a Robeson, a Roland Hayes, a Florence Mills). Syncopated music has won them world-wide prominence, and so have champion boxers and athletes. Cotton has gone into the doldrums and there have been the great treks to Northern industry, with consequential movements to remove Negro ignorance and poverty.

Harlem has become Negro metropolis, not without a pervading bitterness and resentment towards Whites beneath its gaudy exterior. Negroes have participated on a battle-line equality with Whites in two world wars. And there have been sincere attempts to eliminate secret societies like the Ku Klux Klan, and to erase lynching from the book and map of the United States (not that lynching is a one-colour affair: during the fifty-six years ending in 1938 there were 3,798 lynchings of Blacks and 1,289 lynchings of Whites).

Yet the "Jim Crow" laws have prevailed unaltered in the South throughout all this time. You see them operate first at Washington. From New York to Washington, Negroes will travel in the same coaches as Whites, but south of Washington they must leave and go into separate compartments. The segregation laws are in operation, by which Negroes must travel in designated parts of both train and bus, must keep to their own living quarters, restaurants, cinemas, theatres, to say nothing of schools and universities.

In practice, the White South will have nothing of the Darkies near them, save as labouring cotton-pickers and as share-croppers. The films may sentimentalise about the Darkie's winning ways, and visiting foreigners may lay on with a trowel their views in the same direction. Wars may come and wars may go, leaving the American Negro master of intricate machinery and impelled to assert himself on the strength of having been received on an equality by Europeans. It makes no difference to the prejudiced Southern Whites who have to live alongside more than two-thirds of America's 13,000,000 Negroes.

(It is all very well for European peoples with half-a-dozen blacks to cry "shame!" at Americans who do have a racial problem on their hands, bearing particularly on their women-folk.)

GENERAL ROBERT E. LEE DOMINATES THE BREAK-AWAY CONVENTION: The portrait of the great Confederate commander carried round the Convention Hall at Birmingham, Alabama, when 6,000 Southerners from thirteen States held a convention of their own and nominated Governor J. Strom Thurmond, of South Carolina, as Presidential candidate. Speakers were bitter in their denunciation of Mr. Truman and his Civil Rights programme which "would make Southerners into a mongrel, inferior race by forced intermingling with Negroes." Confederate flags and the old rebel yell were familiar features of this noisy gathering, which marks a serious split in the Democratic party, the party of the once "Solid South" that Franklin Roosevelt held together with such skill

GOVERNOR J. STROM THURMOND RECEIVES A TUMULTUOUS OVATION: The Governor of South Carolina acknowledging the cheers of the "Dixiecrat" States after his nomination at Birmingham, Alabama. Governor Thurmond, who has served as a State circuit judge and as senator, was a lieutenant-colonel in the United States First Army in Europe, and landed in Normandy with the 82nd Airborne Division

The problem is not so noticeable in the North, Middle West and West, for the simple reason that Negroes are spread out relatively thinly in each of these regions. The thickest Negro populations are in New York, Chicago, Philadelphia, Baltimore, Washington and Detroit, in that order. The last census I have, 1930, shows 327,000 in New York and 120,000 in Detroit, but in the years between, cotton doldrums greatly augmented Negro populations in all the cities mentioned.

At all events, Negroes outside the Southern States may travel side by side with Whites. They prefer their own clubs and theatres, but are admitted to most eating-places alongside Whites. They may vote and sit on juries. They can send their children to many White schools or demand schools of similar merit. New emancipations and opportunities are constantly offered the Negro in the North, Mid-West and West, where it is relatively easy to do so; but not in the South.

Says the Southern White: "A Negro will always be a Negro. He 'll always be shiftless. He knows there 'll always be a white man to see he doesn't starve. He doesn't need much to be happy, and what he needs he gets. But let him vote? Give him power? Treat him as an equal? I 'd as soon issue tommy-guns to inmates of the State lunatic asylum! They 'd do less harm."

Now President Truman's Civil Rights Bill proposes to do precisely what the White South professes to recoil from. It started as a political manœuvre to draw off support from the Negro's champion, Henry Wallace, but has since ignited what may prove to be the biggest flare-up in the South since the overthrow of the Northern "Radical" carpet-baggers. There is, indeed, a whiff as of something coming back on the wind. . . .

Mr. Truman dropped his bomb in the course of his "State of the Union" message on January 7. "Some of our citizens," he declared, "are still denied equal opportunity for education, for jobs and economic advancement, and for the expression of their views at the polls. Some are denied equal protection under our laws. Whether discrimination is based on race, creed, colour or land of origin, it is strictly contrary to the ideals of American democracy."

On February 2 the President put his Civil Rights programme before Congress in a message asking for legislation making lynching a Federal offence, and abolishing the poll tax, discrimination in employment, and segregation in inter-State travel. There was nothing new in this. President Roosevelt had done the same. But that astute politician had taken care never to wrap the lot up in one parcel, and the effect was that, though they periodically threatened action during the Rooseveltian era, the Southern States never passed to action.

Now it is different. Whereas the South never believed Roosevelt meant radical action, it is convinced that Truman does mean just that, so the Democratic South, so long the foundation of Democratic Presidential victories, is not only letting Truman's candidature for the White House go hang, but is putting up a candidate of its own, and—possibly more fraught with eventual political consequences—is giving every sign of breaking the uneasy alliance with the Northern Liberals.

Matters came to a head at the Philadelphia Convention when 263 votes were cast for Georgia's Senator Russell, against 947 votes for Mr. Truman. But these figures give little indication of the rebellious bitterness that filled the burning, smoke-laden air. The Mississippi and Alabama delegations stumped out in a body, waving Confederate flags, amid the boos and hisses of the Northern States, who had insisted on the Civil Rights Bill being a main plank in the party platform.

Senator Russell got all the votes of Alabama, Arkansas, Florida, Georgia, Louisiana, South Carolina, Tennessee, Texas and Virginia, and more than half North Carolina. The split between North and South was formalised and complete.

It is fully realised that the issue at stake is of great practical, as well as symbolic importance. The South wanted a clause leaving the protection of minorities to the States. It was defeated. Just as in 1860 it stood by State Rights and was defeated in battle, now in 1948 the South is once again specifically standing on State Rights.

One authoritative view is that the Southern States are only indulging their habitual attempt to blackmail the Democratic Party. Yet this hardly fits in with what happened at Birmingham, Alabama. There 6,000 Southerners from thirteen States held a convention of their own beneath a huge picture of Robert E. Lee, and proceeded to nominate Governor Thurmond, of South Carolina, for President, and Governor Wright, of Mississippi, for Vice-President.

Said Governor Thurmond: "We believe there aren't enough troops in the Army to force the Southern people to admit the Negroes into our theatres, swimming-pools and homes."

Said Governor Wright in a radio talk to Negroes: "If you anticipate social equality, it would be better for you to leave the State."

Mr. Truman has certainly started something in the South. May the Negro not again be the chief loser, as he was in the '70's.

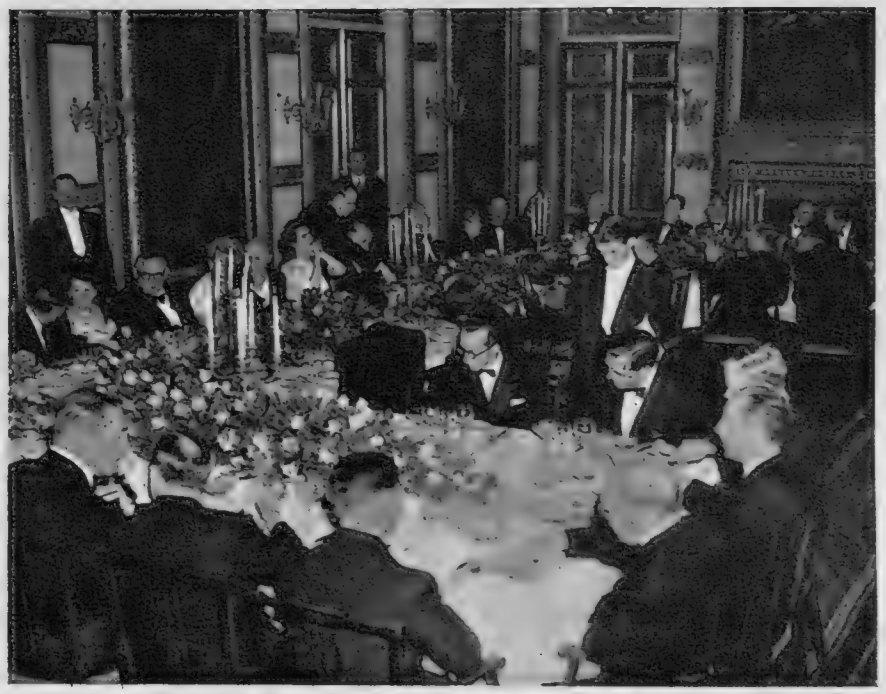
THE DUTCH FOREIGN MINISTER WELCOMES THE DELEGATES TO THE HAGUE : Baron von Boetzelaer (standing, left) addressing the representatives of Great Britain, France, Belgium and Luxembourg at the start of their joint session as a consultative council when they reviewed the German situation. Baron Boetzelaer paid a special tribute to Mr. Ernest Bevin for the part he has played as an architect of the Western Alliance. Seated on Mr. Bevin's left hand, and talking to M. Bidault, is Mr. Gladwyn Jebb, British Representative on the Permanent Commission on Western Union. In the foreground on the right (back to camera) is M. Spaak, Belgian Premier and Foreign Minister. Seated at the head of the table on the left is M. Dupong, Prime Minister of Luxembourg

LEADERS OF THE WESTERN ALLIANCE AT THE HAGUE

The Foreign Ministers of Great Britain, France, and the Benelux Countries in Session

The Western Alliance of Great Britain, France and Benelux goes from strength to strength, albeit slowly, and the recent gathering at The Hague showed just how firm are its foundations. Where Moscow may be seeking signs of faltering there has come unmistakable evidence of stronger unity. In two days of discussion the five Foreign Ministers recorded three agreements, and foremost they discussed how Soviet pressure on Berlin could be countered.

M. GEORGES BIDAULT HAS AN UNENVIABLE TASK : The French Foreign Minister speaking at The Hague Conference. On his right hand are Mr. Gladwyn Jebb and Mr. Bevin. M. Bidault had to represent France at a time when the Schuman Government had just fallen



THE GUESTS OF THE NETHERLANDS GOVERNMENT : The gathering at the Treves-Zaal at The Hague, where Ministers of the Western Alliance were entertained to dinner. Britain's Foreign Secretary is at the head of the table, towards the left

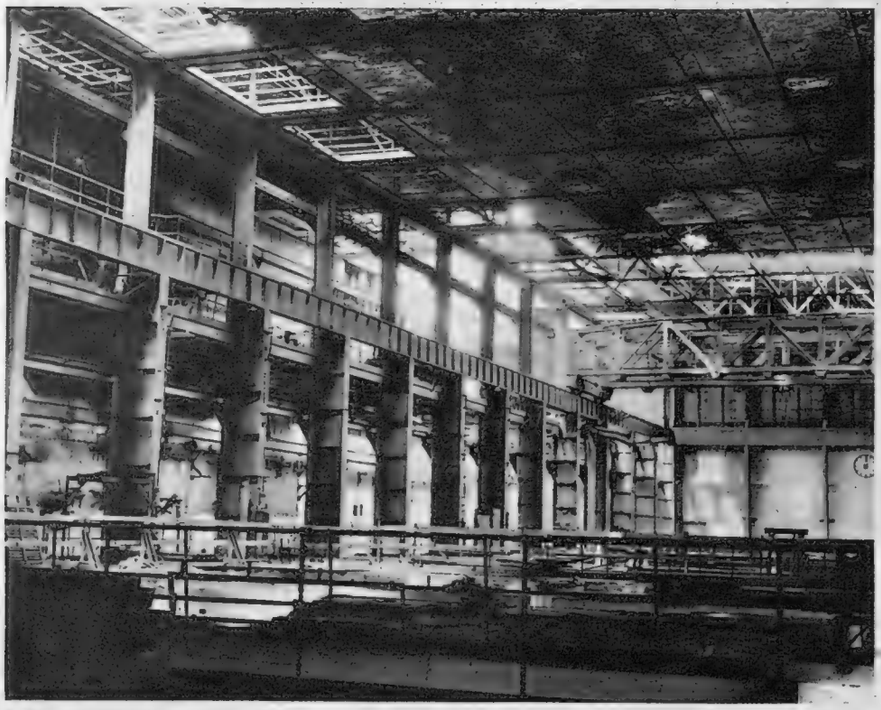
THE BATTLE OF THE BARGES CONTINUES : German barge captains (left) holding an informal meeting in the Westhafen Harbour, Berlin, where their barges have been immobilised since the Russian land-and-water blockade began. The captains have told the Russians that they will not, as ordered, take their barges to work in the Russian Zone of Germany. They say that any such orders must come from the Allied Kommandatura

BERLIN VIGNETTES

Life in the Capital During Days of Tension and Blockade—The Battle of the Barges—The Dismantled Power Station

A RUSSO-AMERICAN CONTRETEMPS : The military police motor-cycle was deliberately parked in front of this car containing four Russian officers in order to prevent the Russians from driving on to the course during the recent motor-racing meeting in the American sector of Berlin. Owing to the Soviet closing of land routes to Berlin many competitors from the Western Zones were non-starters ; 100,000 spectators watched the events

ESCAPE THROUGH GATOW : These German civilians were flown from the British airport in Berlin to the Western Zones of Germany after being held up in Berlin by the blockade. Large numbers of Germans were able to leave the city in this way, and they were landed at Wunstorf, the despatching end of the British section of the Berlin supply line. From Wunstorf they then made their own way to their homes



PARTLY DESTROYED DURING THE WAR AND COMPLETELY DISMANTLED BY THE RUSSIANS : The interior of the main hall of the Western Power Station, Berlin, which is to be restored by order of the British authorities. It was originally built to produce 224,000 kilowatts

WOMEN HELP TO REBUILD THE WESTERN POWER STATION, BERLIN : Sorting bricks for use in the reconstruction of the great power plant which it is hoped to bring into production again in November 1949. Six hundred workers have been busy on the site since April of this year, and outside contracts for new machinery have now been placed. When the Russians entered Berlin in 1945 they stripped the place of every machine and fitment that could possibly be of any use to them, carrying them off by trainloads into Russia

COUNT FOLKE BERNADOTTE, ARCHITECT OF THE PALESTINE TRUCE, ADDRESSING THE SECURITY COUNCIL AT LAKE SUCCESS IN HIS CAPACITY AS UNITED NATIONS MEDIATOR: The Count called on the Council for quick and forceful intervention to end the Palestine war. The provisional Government of Israel and the political Council of the Arab League responded at once to the cease-fire orders of the Security Council, but it was noted that some of the more hot-headed partisans kept up the fight. On the extreme right in the foreground is Mr. Trygve Lie

THE TASK OF COUNT FOLKE BERNADOTTE

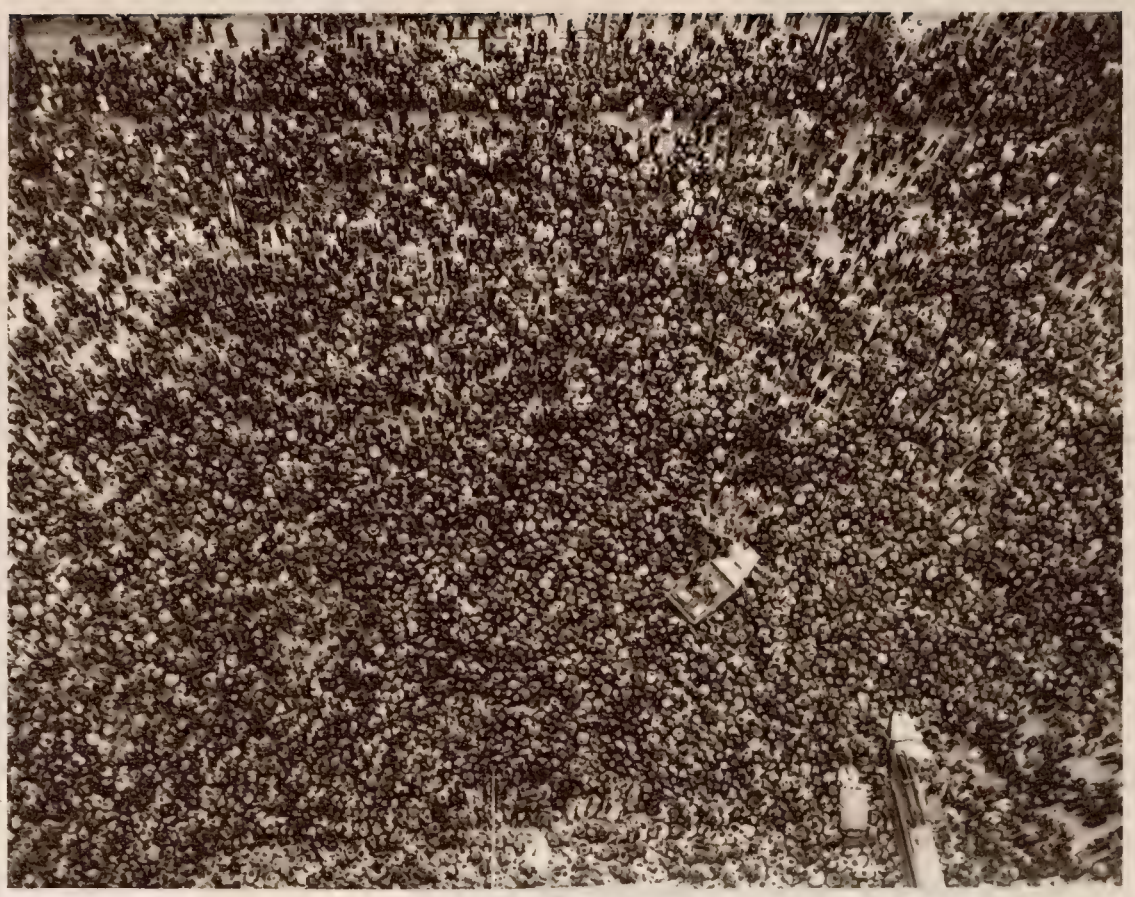
The United Nations Mediator in Palestine Reports Back to the Security Council

THE SECRETARY-GENERAL MEETS THE MEDIATOR: Mr. Trygve Lie (*left*) talking with Count Folke Bernadotte when the latter arrived in Lake Success to report personally to the United Nations on the outcome of his efforts in the Near East. Count Bernadotte approached the United Nations with almost undiplomatic directness, making it plain that in their hands alone lay the opportunity of securing Palestinian peace

COUNT BERNADOTTE HOLDS A PRESS CONFERENCE IN THE CITY OF TEL AVIV, CAPITAL OF THE JEWISH STATE OF ISRAEL: The Count is seen with Sohn Reeiman, the South African who is chief representative of the United Nations in Tel Aviv, and Dr. Halp Bunche, of the United States (right). Count Bernadotte told the Press of Israel that it would be for the general benefit of the new State and of Europe to restart the flow of oil through the port of Haifa. It seemed at this stage that the mediator was making little real progress, but his subsequent flight to Lake Success, calling upon the United Nations for a firm stand, caused a very speedy improvement in the situation

THE TIDE OF JEWISH IMMIGRATION FLOWS ON—YOUNG JEWS FROM THE CYPRUS CAMPS FLOCK TO THE PROMISED LAND: *Left*—The Jewish immigrant ship "Pan York" arriving in Haifa harbour, and (*right*) some of the immigrants disembarking. No British soldiers were present during the disembarkation, and officials of the United Nations checked names off the passenger list as the 2,600 immigrants came ashore. Truce observers who met the ship sent men of military age to internment camps south of Haifa. It appears that some of younger passengers had got aboard in Cyprus without being observed

"GERMANY WILL NOT DESERT BERLIN, FOR BERLIN FIGHTS FOR GERMANY AND THE WORLD": These were the words of Louise Schroeder, Lord Mayor of, Berlin, as she spoke from the rostrum at a mass demonstration in the city when many thousands of citizens shouted defiance of the Russian blockade. Frau Schroeder, an immensely popular figure in the Western Allied sectors of Berlin, recently attended the conference of Western Premiers held at Frankfurt



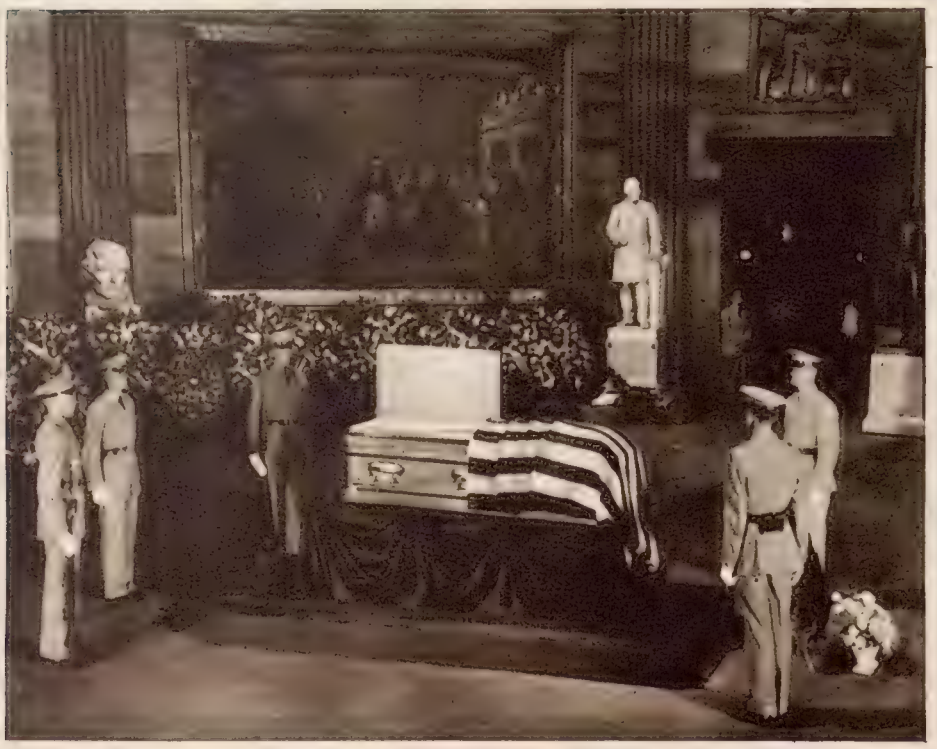
BERLINERS SHOUT DEFIANCE AGAINST THE RUSSIAN BLOCKADE: A bird's-eye view of the great throng which gathered in front of the City Hall in the Western Sector of the city. Not all Berliners felt so violently anti-Russian, largely because the Soviet authorities have raised the food ration

THE WAY of the WORLD

A Pictorial Survey of the Foreign News

AFTER THE BATTLE FOR THE POSSESSION OF NAZARETH: Ibrahim Fahum, Muslim Mayor of Nazareth, signing the surrender terms in the presence of the Haganah commander who captured the town. Nazareth was undamaged during the short battle which was fought for its possession, and now its holy places are protected by hundreds of placards printed in Hebrew warning Israelite soldiers of their sanctity. Unlike the forces in Jerusalem, both Jews and Arabs in this area have avoided most scrupulously possible desecration of religious places

THE REGENT OF IRAQ PAYS A VISIT TO THE PALESTINE BATTLE FRONT: Brigadier Taher Mohamed (left), commander of the Iraqi troops in Northern Palestine, shows Prince Abdul Ilah the disposition of the troops. Second from the right is Major-General Nour El Din Pasha, Commander-in-Chief of the Iraqi Army of invasion. The Iraqi forces have not done particularly well in the fighting that has taken place to date, and at the time of writing the Haganah forces of Israel hold most of the key positions



LAST RITES FOR GENERAL JOHN JOSEPH PERSHING: General Charles Dawes, former Vice-President of the United States, Mrs. Francis Warren Pershing, Miss May Pershing (the General's sister), Francis Warren Pershing (the General's son), and Secretary of State Marshall at the ceremonies in Washington preceding the internment at Arlington. *On left*—**General Pershing's body lying in state in the National Rotunda of the Capitol on the day preceding the funeral**

THE FIRST GANDHI MEMORIAL STAMPS ARE SOON TO BE ISSUED IN INDIA: They will be on sale on August 15, the first anniversary of India's independence, and no fewer than four denominations will bear the likeness of the Mahatma, whose assassination in January of this year did so much to curb the warring passions of Hindu and Muslim. The word "Bapu" (father) appears in two scripts at the head of the stamps. This special issue is being printed in Switzerland

ALL ABOARD THE LONGBOAT FOR AN OLYMPIC MISSION TO LONDON: Oarsmen of Rhenania-St. Joahann Water Sports Association, Basle, seen on the waters of the Upper Rhine as they set out on the journey to London bringing a message of goodwill to the Lord Mayor at the outset of the Olympic Games of 1948. It was arranged that the longboat should be rowed to Amsterdam and taken across the North Sea by steamer as far as the estuary of the Thames

HENRY WALLACE PURSUES HIS PRESIDENTIAL CAMPAIGN: The former Vice-President of the United States addressing a Left Wing rally at Asbury Park, New Jersey, where he challenged the Republican and Democratic parties to enact a four-point programme repealing the peacetime draft, providing a minimum wage of at least one dollar an hour, lowering prices to the levels of 1946, and providing adequate housing. Since Wallace broke away from the Democrats and announced the formation of a Third Party, he has stumped the country with varying degrees of success, and in the Bronx one of his henchmen actually achieved a spectacular election triumph in the face of powerful opposition. The number of votes Wallace will obtain in the November Presidential Election has been estimated at between 4 per cent. and 8 per cent. of the total cast. If the higher figure is achieved the Progressives would beyond all doubt wreck Mr. Truman's chances of election, and added to that Mr. Truman faces the new southern split in the Democratic ranks

A DOMINION DAY INTERCHANGE IN OCCUPIED TOKIO: Mrs. Patrick Shaw, wife of the chief of the United Kingdom Diplomatic Representatives to the Supreme Allied Command, talking with Major-General Kislenko (centre), the Soviet member on the Allied Council for Japan, and Captain Stefanovitch, his aide

RECONSTRUCTION FORGES AHEAD ON THE GEORGE CROSS ISLAND: Work on the new road from Malta's Grand Harbour to Floriana was one of the suggestions of the Town Planning Adviser. If the provision of deep-water quays is carried out by the Colonial Development Corporation, this will be the easiest route inland for heavy traffic from the harbour. The war left Malta with a rebuilding problem quite out of proportion to her size and resources. More than 3,350 air raids had battered Valletta and the Three Cities. Bombs dropped added up to 14,000 tons (of which 6,728 tons fell in the month of April 1942). In Valletta, three out of four houses had been destroyed. By the end of that worst month, seventy churches, twenty-two schools, eight hospitals and ten theatres had been reduced to ruins. When the final score was made, 27,000 buildings had been badly damaged and 34,000 people were in need of accommodation. Thanks to the deep rock shelters, only 1,468 civilians had been killed. By November 1944, the Government had repaired 3,158 buildings. By January 1945, only 3,500 families were in need of satisfactory accommodation, including slum property dwellers who had not been bombed out. Sums amounting to £30,000,000 had been given by the British Government. A town planning adviser (Mr. A. St. B. Harrison, F.R.I.B.A., M.T.P.I.) and an assistant had been appointed and a complete reconstruction plan formulated when Malta elected her own Government under the new Constitution in October 1947. The Government have divided reconstruction work into two parts: the restoration of bombed areas, which will be paid for by the British grant of £30,000,000, and the slum clearance programme, which will be paid for out of normal funds

THE SKIS ARE THE LIMIT, SAY THE GONDOLIERS! Two Venetians demonstrating the popular new mode of transport on the canals. The gondoliers are up in arms against this innovation, and they recently held a mass meeting at which they declared they would sink any water skis rented to tourists

COMBATING TERRORISM IN MALAYA

Gurkhas in Action Against the Communist Bands

ONE WAY TO COMBAT TERRORISM IN THE MALAYAN JUNGLE : A native hut ablaze near Kuala Lumpur after Gurkhas had cut a swathe through the jungle area infested with bandits. These bandits are Malayan Chinese Communists, and they appear to be well armed and organised. At times they have pressed our defence forces hard, and it has been found necessary to use Spitfires to saturate the whole area around Kuala Lumpur with cannon and machine-gun fire. Extra police are being speedily recruited

Of all the territories of Britain's colonial Empire it seemed that Malaya was returning to normal with most speed, that her future was the most assured. The public now know that that is not so. Chinese Communists, acting with speed, skill and determination, have laid ambushes through the length and breadth of the land from Johore to Kelantan, from Perak to Trengganu. At times during the past few weeks there has been a risk of serious local defeat at the hands of the rebels, and it was not until Spitfires of the R.A.F., using cannon and machine-guns, co-operating with our ground troops that the initiative began to pass to our side. The pictures on these pages were taken for the most part in the area of Kuala Lumpur, where in July the Gurkhas made a successful drive against the terrorists in co-operation with the police and, temporarily at any rate, freed a large area from Chinese Communist domination. The Communists are not supported either by the Malays or the bulk of the Chinese residents in Malaya, but they are determined and well organised.

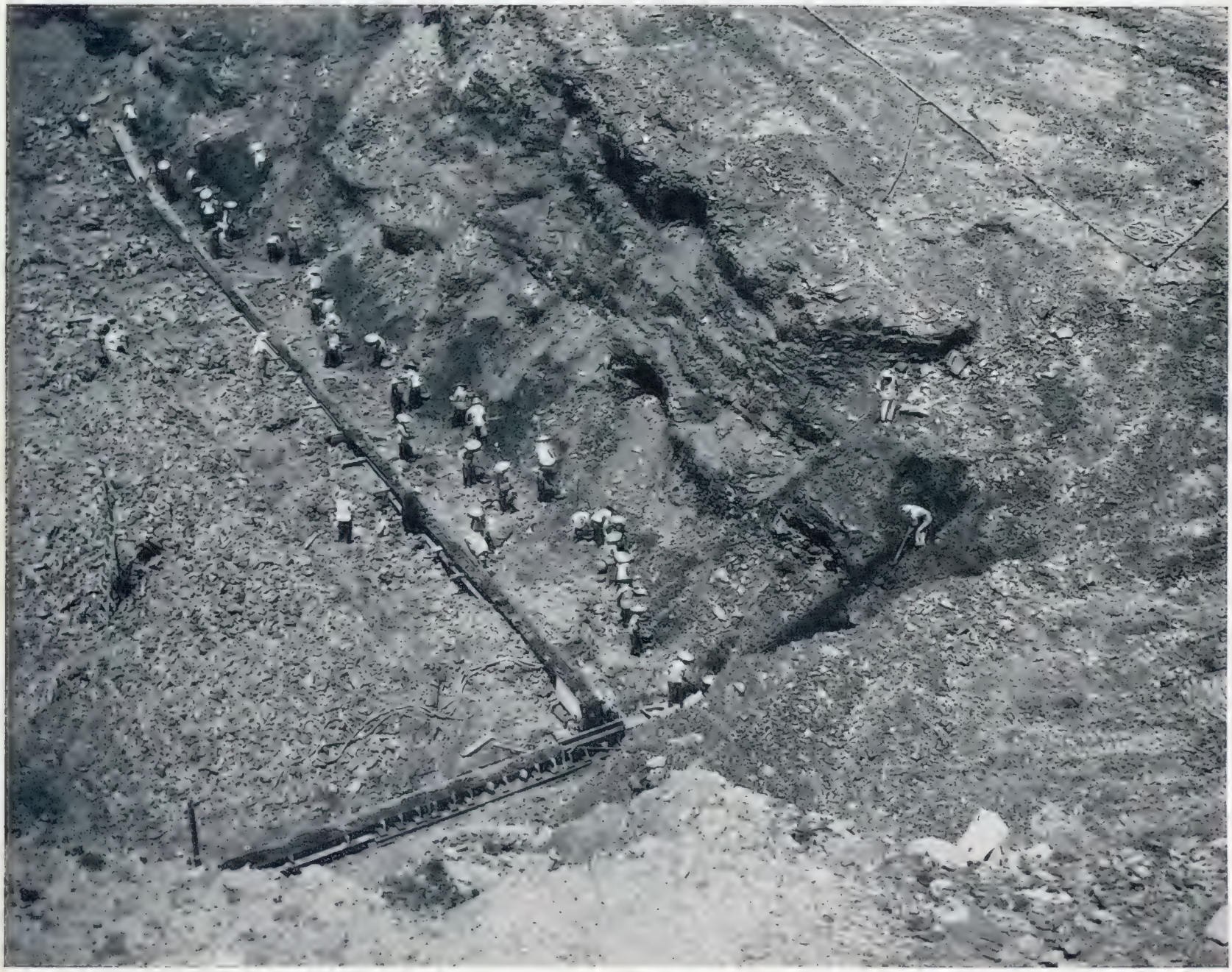
MEN OF THE 7TH GURKHA RIFLES TREK THROUGH THE WAIST-HIGH GRASS : A section on patrol in the thickly wooded country round Kuala Lumpur during the army's sweep against the Chinese Communist bandits. Four bandits were killed and nineteen were arrested in the course of the operation which followed on the heels of successful ambush operations by the bandits in widely scattered areas

THE BIG THREE IN THE ANTI-COMMUNIST DRIVE : Brigadier A. de Burgh-Morris, commanding British troops in North Malaya; Brigadier C. I. V. Jones, British Commander in Central Malaya; and Major-General C. H. Boucher, General Officer Commanding Malaya, seen together in Kuala Lumpur, during the recent battle against insurgents.

THE GURKHAS PREPARE FOR A PATROL : Captain E. Gopsill, of the 7th Gurkha Rifles, giving instructions to runners before the start of a sweep across the jungle area. Drawn up on the right are the lorries which brought the troops from Kuala Lumpur

A CAPTURED CHINESE COMMUNIST : A member of the Three Star Regiment who was taken prisoner by a patrol of the 7th Gurkha Rifles during fighting round Kuala Lumpur early in July

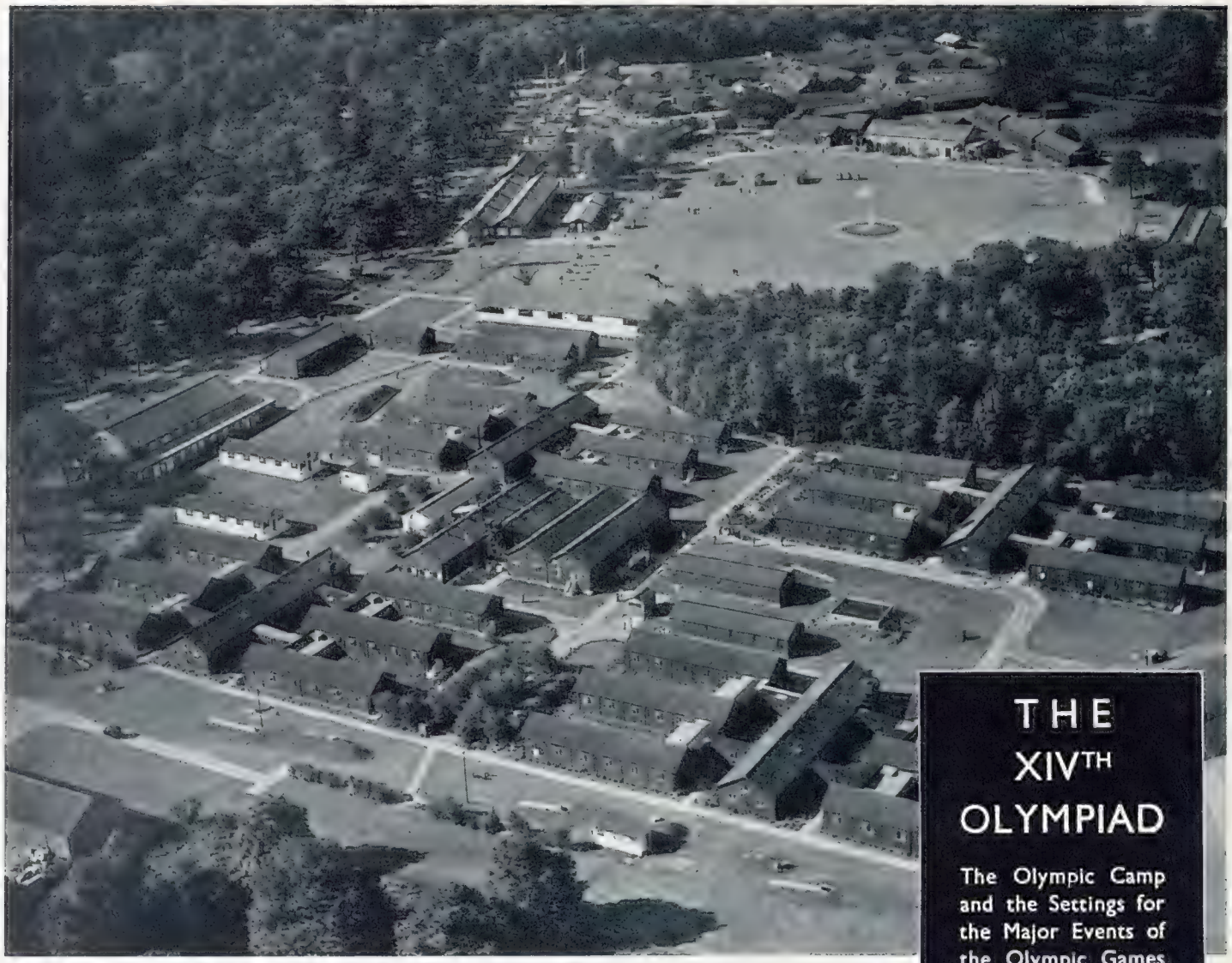
THE SORT OF WAR PICTURE THAT MAKES THE TACTICIAN QUAIL : Gurkhas taking up position in the Malayan jungle. The way they are bunching together would seem to indicate they are well away from danger or else have forgotten the elementary principles of platoon training. The men are carrying rifles, stens, and brens, but no doubt the nimble kukri is brandished when opportunity offers at close quarters



AFTER THE CHINESE COMMUNIST ATTACK ON BATU ARANG : Miners resume operations in the opencast workings following a concerted attack by 100 well-armed terrorists. Once the men were assured of British protection there was no difficulty in persuading them to return to work. Among many of the Chinese, however, there had been much uncertainty regarding the British ability to combat highly organised Communist attacks over an extensive area

THE XIVTH OLYMPIAD

The Olympic Camp and the Settings for the Major Events of the Olympic Games of 1948



THE OLYMPIC CAMP IN RICHMOND PARK: A general view of the specially prepared site where 1,700 athletes, trainers and managers are being accommodated during the period of the games. The camp stands on the highest point of the park and in the centre flies a five-ringed Olympic flag

WHERE THE SWIMMING EVENTS OF THE MODERN PENTATHLON ARE BEING DECIDED: The Borough Swimming Pool at Aldershot viewed from the air. The modern Pentathlon is an individual event in the Olympic programme, and entries are limited to three per nation. This contest was included in the Olympic Games for the first time at the Stockholm Olympiad in 1912. The events are: (1) cross-country running; (2) cross-country riding; (3) swimming; (4) revolver shooting, and (5) épeé fencing. Needless to say the winner has to be an all-rounder in the very widest sense

WEMBLEY STADIUM, WHERE THE MAIN TRACK EVENTS WILL BE DECIDED, AND WHERE THE OFFICIAL OPENING TOOK PLACE: The platform at the far end of the Stadium is the position for the Olympic torch. The finals of the football and field-hockey games will be held here, together with fencing, gymnastics and the Prix des Nations. The Marathon both begins and ends here. The games are the second of the new series to be held in London

WHERE THE TRACK CYCLING EVENTS WILL BE HELD—HERNE HILL ARENA IN SOUTH LONDON: Olympic cycling falls into two groups, road racing and track racing. The road racing will take place through the roads of Windsor Great Park. The track events at Herne Hill will include four distinct races

WHERE MUSCLES COUNT—THE EMPRESS HALL AT EARLS COURT: In this hall, famous for its exhibition of earlier days, wrestlers and weight-lifters will seek Olympic honours. Wrestling was one of the original events of the Games. The Ancient Greeks admired particularly the qualities of the wrestler

THE "KING OF KINGS" IS MET BY THE DUKE OF GLOUCESTER AT NORTHOLT AIRPORT: The Duke and his Royal guest walking across the aerodrome after the Shah had landed in a York aircraft of the King's Flight. On this semi-private visit it was arranged that the Shah should stay at Buckingham Palace for two days as the guest of the King and Queen. On arrival he was wearing the uniform of Marshal of the Persian Air Force

A VISIT TO "ANNIE GET YOUR GUN": The King and the Shah, both in naval uniform, arriving at the Coliseum to see the musical show. The audience gave the Shah a great reception, and there was prolonged applause when Dolores Gray reached the line in her script, "Colonel Cody has played before the crowned heads of Europe, and the Shah of Persia"

THE SHAH OF PERSIA IN LONDON

Inspecting a Guard of Honour at the Palace; and a Visit to a London Theatre

A ROYAL INSPECTION IS HELD IN THE INNER QUADRANGLE OF BUCKINGHAM PALACE—THE SHAH ACCOMPANIED BY HIS MAJESTY KING GEORGE VI AS HE INSPECTED THE KING'S GUARD OF THE 2ND BATTALION, THE COLDSTREAM GUARDS: The guard were in full-dress scarlet with bearskins. After the inspection the Shah entered the Palace and was greeted by the Queen

For the first time since before the war a guard of honour receiving a foreign royalty was mounted in the quadrangle of Buckingham Palace when the Shah arrived on his private visit as the guest of the King and Queen. On the Shah's arrival from Northolt Airport the King's Guard of the 2nd Battalion, Coldstream Guards, with the colour and band of the regiment, gave a Royal salute. During the Shah's stay in England it was arranged that he should visit an R.A.F. Vampire Squadron at Odiham, attend the House of Commons and be present at a Royal Garden Party. On the evening of his arrival he was taken by his Royal host and hostess to see the musical comedy *Annie Get Your Gun*, at the Coliseum Theatre.

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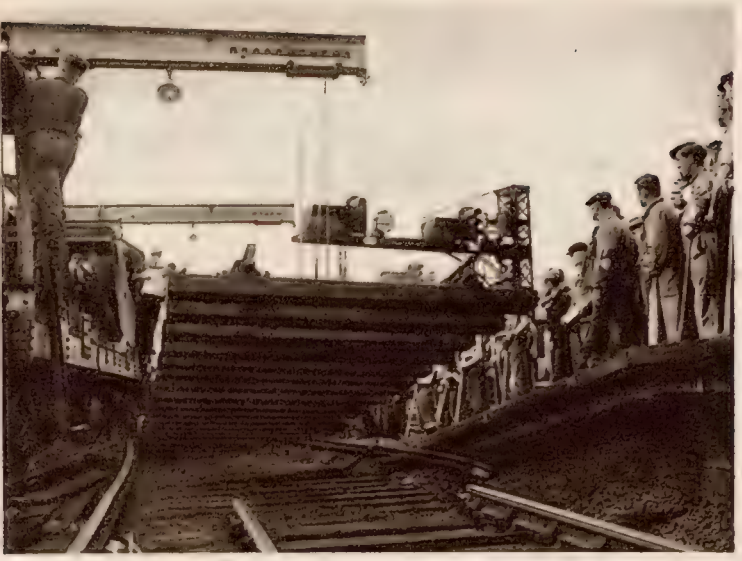


HIGH-SPEED RAIL REMOVAL AT WATERLOO: A section of track being taken out during a recent public demonstration by British Railways

ITALIAN M.P.s AT THE MANSION HOUSE: This Italian Parliamentary delegation has come to Britain to arrange an inter-parliamentary congress in Rome in September, and during their stay they were guests of the Lord Mayor of London (second from left) at the Mansion House. Italian Senate President Bonomi is standing third from left, and with him is Chamber President Gronchi (fourth from left)

INSTALLING PREFABRICATED TRACK AT A LONDON TERMINUS: At Waterloo Station railway engineers recently re-laid the whole of the track adjacent to Platform 5, between the morning and evening rush-hour periods. Commencing at 11 a.m., and by using the most up-to-date track-laying machine, together with prefabricated lengths of track, the task was completed in time for the evening traffic. Part of the ordinary maintenance work, it was carried out in the daytime so that the public could have the opportunity of seeing the progress made by British Railways in this type of work

HONOURS FOR ENGINEERS OF THE NAVY AND THE R.A.F.: Air-Commodore Sir Frank Whittle, who was recently awarded £100,000 by the British Government for his pioneer work in jet propulsion, and Vice-Admiral Sir Denys Ford leaving Buckingham Palace after attending an Investiture. Sir Frank and Sir Denys both received the accolade. Sir Denys Ford has been engineer-in-chief of the Fleet since 1947. He was at one time Director of Aircraft Maintenance

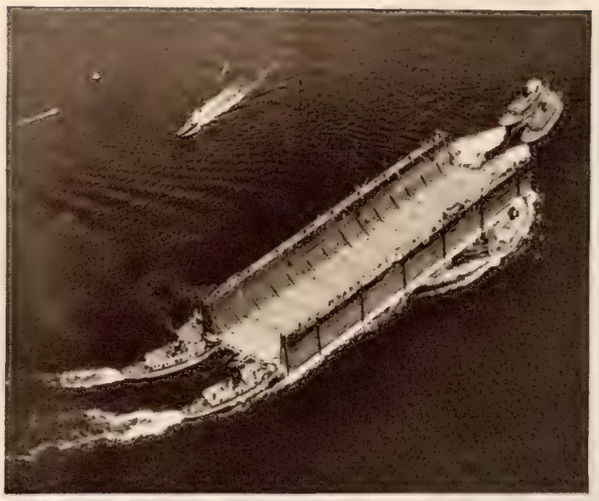
THE FAIR TOXOPHILITES: Women archers checking scores during practice at the headquarters of the Royal Toxophilite Society in London. The best of England's archers will compete in the international tournament to be held next month at Dulwich College. Since the close of the war, archery has undergone a modest boom, but the Grand National Archery Society is rather concerned over the problem of "the lone archer," the solitary enthusiast who shoots in modest back gardens without knowing that there are archery clubs. *On left*—Jean Baker, enthusiast and expert, demonstrating the correct grip. *On right*—An apprentice at a Yorkshire factory engaged in colouring bands on newly-made arrows

JOURNEY TO MOBILE

The 1,700-mile Cruise of a Floating Dock, and other Matters of Nautical Interest

TOWING AN AMERICAN FLOATING DRY-DOCK TO ITS BASE: Pushed and pulled by seven tugs, this 8,500-ton dry-dock was manœuvred to the open sea in order to be towed by two ocean-going tugs from Newark Bay to Mobile, Alabama. For three hours the seven Moran tugs toiled to clear the dry-dock from the harbour. It is here seen passing beneath a railway bridge under charge of the harbour tugs while traversing Newark Bay. The two ocean-going tugs were scheduled to tow the dry-dock on its 1,700 miles journey to Mobile, where it will be installed as part of permanent ship-repair facilities

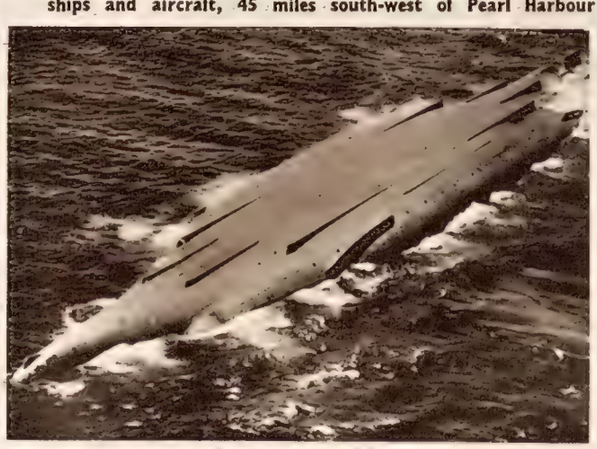
A GUNNERY TARGET IS TOWED OUT TO SEA: A dockyard tug is here seen towing a large floating frame, out of Valetta Grand Harbour, Malta, for target practice by units of the British Mediterranean Fleet. When the target reaches its destination it is either secured by buoys or anchors, or else towed by another vessel when a moving target is required



TOWING THE DRY-DOCK TO THE OPEN SEA: The tugs and their charge passing across Newark Bay at the start of the journey to Mobile, Alabama. The dry-dock is 386 ft. in length and carries a crew of eight men. During the late war, ship repairs were speeded up by the use of floating dry-docks

THE LAST REMAINS OF H.M.S. "CORNWALL": Built at Bombay in 1815 as a 72-gun ship of the line and originally named "Wellesley," the "Cornwall" has now been beached off Grays, Essex, where she is to be broken up. She was sunk near Gravesend in 1940 by a "near-miss" bomb. The "Cornwall" was named as such in 1868. The vessel has been used as a training (reformatory) ship and was stationed off Purfleet.

JUST BEFORE THE U.S.S. "NEW YORK" WENT TO THE BOTTOM: Deserted and defenceless, the thirty-four-year-old battleship was sunk after 8½ hours, pounding and bombing by U.S. ships and aircraft, 45 miles south-west of Pearl Harbour



THE LAST OF A VETERAN BATTLESHIP: In the final moments the hull of the U.S.S. "New York" was exposed before she slipped beneath the waves. On July 7 last, the ex-battleship, whose career spanned two wars and two atomic bomb tests, sank unexpectedly before the U.S. Navy could discover for how long a battleship could withstand modern bombardment. It was thought that only torpedoes could sink her, but instead she succumbed to the attack of rockets and light bombs. The *New York* was a veteran of the Atlantic Fleet and was the flagship at the surrender of the German Grand Fleet in 1918

AN OLYMPIC RUNNER, BEARING THE OLYMPIC FLAME, IS CHEERED BY VILLAGERS AS HE SPEEDS THROUGH STREFI, BETWEEN OLYMPIA AND PYRGOS, ON HIS WAY TO THE SEA: This dramatic picture was taken after the flame had been kindled amid the grey ruins of the Temples of Zeus and Hera, and was on the first stage of its 2,000-mile journey across Europe to Wembley Stadium. An attempt by Greek rebels to interfere with the progress of the Olympic flame was thwarted without difficulty

BEFORE THE START OF THE JOURNEY: A white-robed Greek girl, followed by a team of athletes, bears through the ruins of the Temple of Zeus an ancient Greek lamp in which burns the Olympic flame. Beside her a runner holds the torch to be carried on the first stage of the journey. At this moment the procession was on the way to the spot near the precincts where the heart of Baron Coubertin, founder of the modern games, is buried

KINDLING THE OLYMPIC FLAME

The Start of Its 2,000-Mile Journey Across Europe to Wembley Stadium

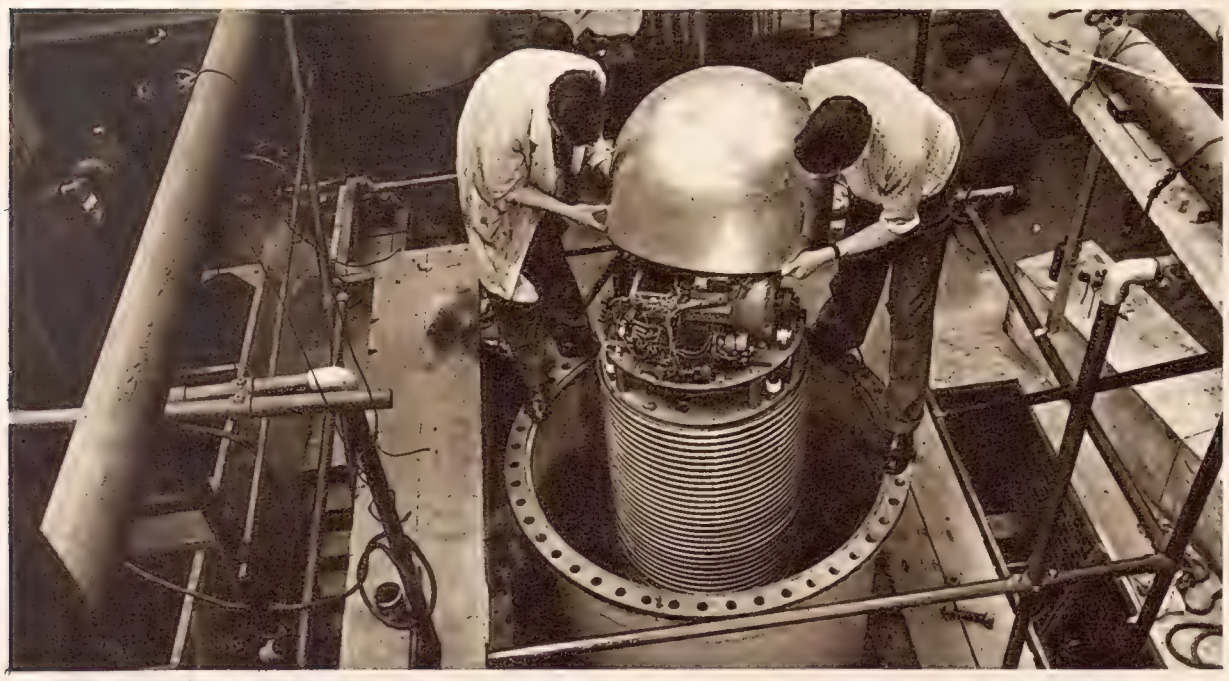
General Markos, the rebel leader in Greece, gave orders for the Olympic ceremony at Olympia to be wrecked by his partisans. The effort failed, but a small band of Communists which attacked Katakolon killed a policeman who was escorting a party of visitors to the scene of the ceremony in the Temples of Zeus and Hera, where the Olympic flame was kindled. There were no more really serious incidents, and all along the runners' route to the coast, where the Olympic flame was put aboard a destroyer for the journey to Bari, Italy, there were strong guards. At one period the guns of the destroyer *Hastings* fired on a rebel party

THE LAMP IS LIT FROM THE RAYS OF THE SUN: The flame was kindled by a Greek girl in ancient costume who held an olive branch in the sun's rays concentrated in the centre of a parabolic mirror. With this brand she lit the cup-shaped lamp, a lamp which had been used at the time of the Greek Olympiads, which began in 776 B.C.

PASSING ON THE FLAME: The runner (at right), having completed his journey, ignites the torch of another runner, who then speeds off on the next stage of the relay. There were thirty relay points between Olympia and the sea

AN R.A.F. AIRFIELD BECOMES A CENTRE OF ATOMIC RESEARCH IN BRITAIN : A general view of the research establishment at Harwell, Berkshire, showing the Ridgeway House Staff Club and other staff quarters. Harwell was allocated to the Ministry of Supply's Atomic Energy Research Establishment in 1946, and since then has grown markedly. The permanent buildings of the airfield are being very fully used, the four hangars housing numerous large machines, an atomic pile and a central workshop. The establishment was designed not only to carry out fundamental research and development in atomic energy, but is responsible also for providing scientific and technical information to the Controller of Production of Atomic Energy, Lord Portal of Hungerford, and his engineering organisation at Risley

A TOWN OF PREFABRICATED HOUSES HAS RISEN ON THE HARWELL SITE : One of the two colonies of 100 prefabricated houses which are helping to deal with the accommodation problem at the Atomic Research Centre. In addition, permanent houses are being built for the staff in the neighbouring market towns of Abingdon and Wantage



PERCHED HIGH UP ON THE SCAFFOLDING SURROUNDING A VAN DE GRAAF GENERATOR, TWO EXPERTS REPLACE THE ALUMINIUM HEMISPHERE THAT COVERS THE ION SOURCE, CONTROLLING MECHANISM AND POWER SUPPLY : This picture was taken at the Imperial College of Science. At Harwell the Van de Graaf generator is housed in the tower formerly used by the R.A.F. for navigational training. It is used for studying the properties of atomic nuclei

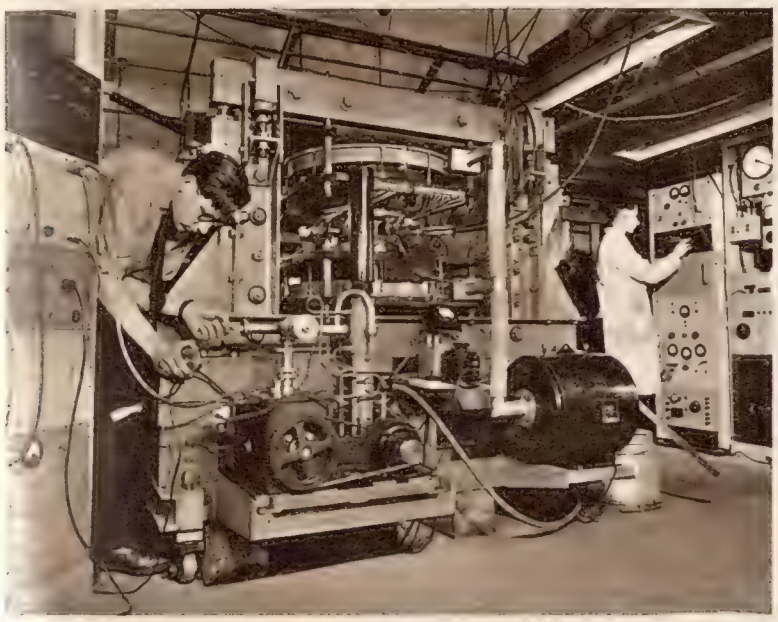
HARWELL
BRITAIN'S SECOND ATOMIC PILE

Aspects of the Work at the Berkshire Centre Set Up in 1946, and Other Research Establishments

Harwell, which provides the subject of most of the illustrations on these pages, is Britain's second atomic pile, and it began operating at low power on Saturday, July 3, 1948. With a rated output of 6,000 kw., the Harwell Pile has been designed primarily as an experimental tool to provide as many facilities as possible without unduly complicating the engineering problem, and when operating at rated output the pile should be able to produce by transmutation of inactive elements all the artificial radio-active isotopes required in this country by medical and other research workers. These pictures reveal none of the closely-guarded secrets of the Harwell establishment, but they give an idea of the equipment involved and of the extent of Harwell's development in the past two years

On left—The 5,000,000-volt Van de Graaf generator consists of a small rounded insulated terminal enclosed in a pressure boiler, which is filled with gas under a pressure of about 200 lbs. sq. in. to prevent sparking to earth. A belt conveyor transfers an electric charge from earth to terminal. The conveyor belt, which travels at 60 m.p.h., is made of insulated rubberised material: it is "loaded" and "unloaded" with electricity by a row of points at either end, which cause a discharge to and from its surface. An auxiliary supply provides the voltage of 50,000v. needed to make this discharge occur. The 5,000,000 volts produced by the machine are used to speed up hydrogen nuclei in a vacuum tube in the centre of the machine.

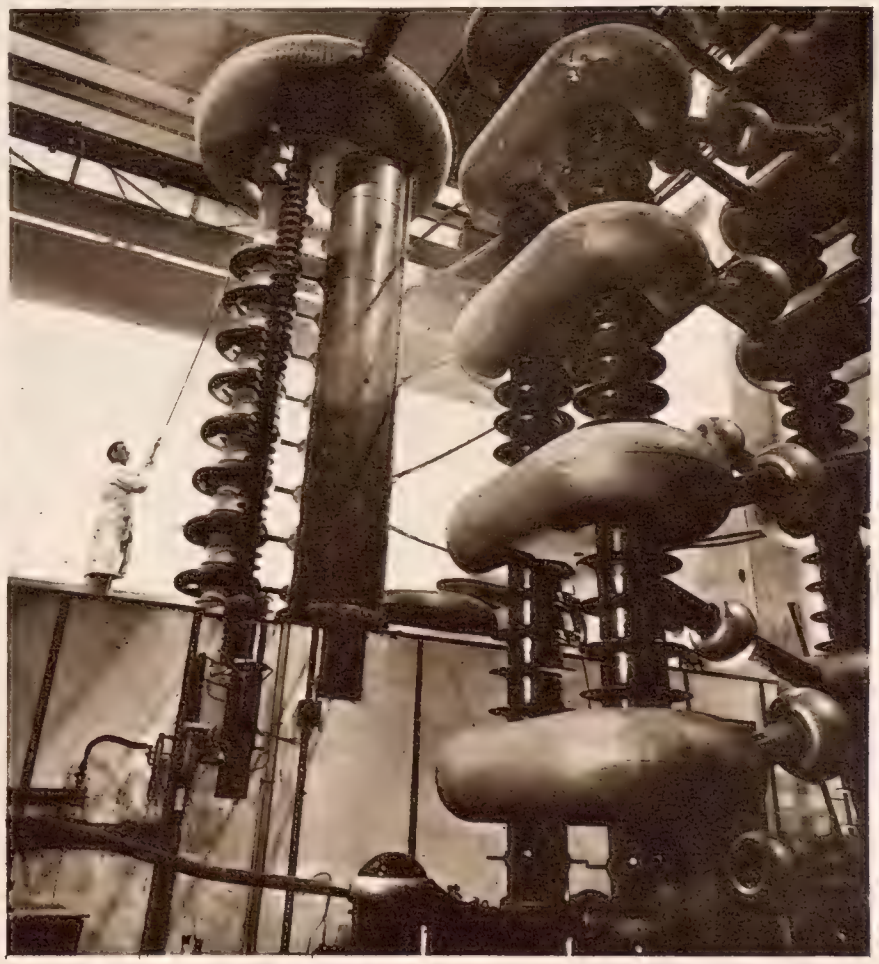
AN EFFLUENT FARM IN COURSE OF CONSTRUCTION: This will be used for purifying the water that passes through the Harwell Station, getting rid of uranium and other dangerous elements. Thorough precautions are being taken by the Ministry of Supply to ensure that the Thames water used at the establishment is returned to the river free from the risk of harmful radio-activity. Roughly 1,000,000 gallons of water a day will be involved when the system is working to capacity



NEWLY-DEVELOPED 30-M.E.V. (MILLION ELECTRON VOLTS) SYNCHROTRON AT THE ATOMIC ENERGY RESEARCH ESTABLISHMENT: It is being used to develop synchrotron techniques and to guide the design of the monster 140-M.E.V. and 300-M.E.V. machines which are being constructed. A sister-machine has gone to the University of Glasgow. The synchrotron, in common with the cyclotron and electrostater generators, such as the Van de Graaf machine, comes into the category of equipment used for speeding up electrons

INVESTIGATING THE FORCES WHICH BIND THE ATOM: Charles Jason, a London scientific worker, on the roof of the Senate Building, University of London, where he is engaged in making cosmic-ray researches. Nature has provided a great atom smasher in cosmic-ray particles which shower upon us from outer space and have great penetrating power

WHERE THE HARWELL WATER WILL BE TREATED AFTER USE AND BEFORE IT PASSES INTO THE SIX-MILE DISCHARGE PIPE: A close-up of the effluent farm under construction. The greater part of the daily flow of 1,000,000 gallons will be used for the cooling of plant and ordinary domestic requirements at the establishment. The remainder of the water will be used for research processes, some of them radio-active, and a carefully controlled separate water system will be installed to deal with it. The most highly active portion will be segregated and will not be returned to the river. The greater part of the water will be delivered to storage tanks, where it will be tested by survey officers for compliance with the agreed tolerances, treated for chemical impurities and then mixed with the domestic waste water before being discharged into the pipe which takes it back to the Thames at Sutton Courtenay. The system of treatment and examination has been designed so that several operations have to be carried out before the water actually passes into the 6-mile discharge pipe. Moreover, a new weir is being constructed at the point of discharge into the Thames, and the Harwell water will be turbulently mixed with much greater quantities of river water immediately it joins the main stream. These safeguards have received the approval of the Ministry of Health, and in view of this the Thames Conservancy have decided to raise no objection to the proposals, so far as their interests are concerned



THIS IS CALLED "EARTHING THE BUN": This task is being carried out by Dr. S. Devons (in background on left) at the Cavendish Laboratory, Cambridge, and is a preliminary to closer investigation of the equipment. The bun is a source of protons, the atomic bullets which do the splitting, and which enter the thick tube on the left into which they are then accelerated. Energies can be imparted of up to 2,000,000 electron volts (2 M.E.V.).

RISEN FROM THE BENDIGO GOLD-RUSH

The Romantic Story of a Melbourne Enterprise

By CHARLES GRAVES

IN London now on a pleasure-*cum*-business trip is Mr. Norman Myer, the head of the biggest departmental store in the British Empire. The Myer Emporium employs over 7,500 people in Melbourne, with another 2,500 at the Adelaide branch. SPHERE readers no doubt have heard and read about Sachs, Fifth Avenue, and other great American stores; but none of these has such a romantic story as the Myer Emporium. The founder was a penniless immigrant who at the turn of the century joined the Gold Rush at Bendigo, but instead of digging for gold himself he decided to cater for the diggers. Having built himself a hut out of empty cases, he sold everything that he could get on credit—sweat shirts, mining boots, anything. With the profits from this he bought a small store in the Mall at Bendigo.

Within ten years he had made enough money to move to Melbourne. Here several members of the wholesale trade were so impressed by his business methods that they clubbed together to enable him to start his own retail store. With their assistance he bought up a little old firm called Wright and Neil, in Bourke Street. Two years later he was doing so well that he decided to erect an entirely new building on his existing premises. This meant that he had to transfer his business to Flinders Street—a considerable distance away—for over a year.

So, in order not to lose touch with his customers in Melbourne's West End, he provided a free omnibus service for the public from there to Flinders Street and back again. Moreover, he made arrangements with two firms of caterers to provide cups of tea and meat-pies or fruit-pies for a penny a head, just outside the Flinders Street premises. No attempt was made to check on the travellers in the omnibuses, or the buyers of the cups of tea and pies. His theory was that 95 per cent. of people are honest, and he could afford to cater for the others.

The new building in Bourke Street opened just three weeks before World War I. A year later he started the first of his factories—for the manufacture of model gowns. Year after year the business expanded, both literally and metaphorically, until he died in 1933 and his nephew Norman took charge.

To-day the Myer Emporium owns forty-eight separate workshops and factories. It has its own woollen mills, its own furniture factory (the biggest in the Southern Hemisphere), its own printing works, and so on. The Emporium sells absolutely everything, with the exception of liquor and anything to do with funerals. (A liquor licence had been bought with a view to transferring it to the Emporium, but the teetotal movement in Australia was so strong that a spate of letters from clients persuaded the management to discontinue the idea.)

The Emporium in Melbourne covers 59 acres. It has 40 miles of pneumatic tubes; 50 lifts; and in addition to all the others, 18 new escalators are being built at the moment. Everything is done in a big way. French mannequins from all the leading French dress houses have been brought to Australia, regardless of cost, and are now displaying the latest Paris fashions. To coincide with the Royal visit of the King and Queen, Norman Hartnell is going out with his mannequins to show his collection exclusively at the Emporium. Last year the turnover was £A16,500,000. It will be more in 1948.

One of the chief features of the store is the emphasis laid on the human side. There are three full-time secretaries who do nothing but keep the chairman posted on the family news of his employees. It is a complete bureau. If Mrs. Jones's daughter is going to get married, a wedding present is sent to her. If Mr. Smith's uncle dies, a wreath is sent. If any of the staff find difficulty in securing accommodation, or want to move to somewhere better because of a rise in salary, the store will find the accommodation and sponsor and guarantee not only the rent, but also the behaviour of the new occupants. Thirty miles from Melbourne is Norman Lodge, a fine house in beautiful grounds, where any employee can take his holidays. The maximum charge for a week is 3 guineas per head, but any married man can take his whole family there on the distinct understanding that he cannot be charged more than his weekly wage packet, however many relatives he brings. Thus a father who had, for the sake of argument, twelve children, could not be charged more than £6 a week if that was his weekly wage packet. In fact, the minimum salary for any salesman is between £7 and £8 a week, and they all get fourteen days' holiday on full pay each year, so that they do not have to save up. Each year, over 3,500 people take advantage of Norman Lodge, which is run at a considerable loss.

The staff on each floor of the Emporium appoints its own committee, and meets regularly to offer suggestions for anything from the increased comfort of the staff—such as more foot-baths, or free pedicure treatments—to commercial propositions for the benefit of the Company. Members of the staff are sent all over the world to train and study departmental stores in other countries. Needless to say, there has never been anything approaching a strike.

Time and motion study is operated in reverse. In other words, efficiency experts are employed to invent, adapt or secure all the latest labour-saving devices for the benefit of the employees. If any member of the staff, say a delivery van driver, becomes inefficient, he is asked whether he is feeling ill—in which case he is advised to go to one of the staff doctors—whether he has any financial trouble, or whether he has been drinking, or whether there is a baby on the way, or whether there is some other family trouble, or whether he has been betting on the horses, or whether, possibly, there is anything wrong with his delivery van. This humane approach to the subject nearly always results in improved work. Nor does it take long to discover the root of the trouble, because of the bureau which deals with the domestic side of all the staff.

As far as salesmanship is concerned, the Emporium employs over sixty window display artists, who have their own property department. Altogether, something like £A92,000 a year is spent on window display. Most of the ideas, if not Australian in origin, come from the United States. Leading American store architects are constantly employed; and the lighting, both direct and indirect, is also very largely American in concept. Some people may say that the window displays of the Emporium are sometimes almost too novel. The fact remains that nearly thirty million transactions are made every year.

The greatest trouble is taken in ensuring that the staff speak courteously, dress well and adopt a friendly manner to everybody. All new employees are given a booklet telling them all about the store, and how they are expected to behave. Thus: "Cultivate your voice. . . . When the telephone rings it creates a joyous note of expectation. Answer it with a happy, enthusiastic voice. Do not just say 'Hello.' Instead, greet the caller by saying, 'This is —— department, Miss —— speaking.' You will then receive a request. If it is for a service which you may render, answer 'Certainly,' or 'With pleasure,' and proceed to render that service. When you make a call, a very good opening is: 'Miss so-and-so speaking. May I speak with Mr. — ?' Remember that the pleasantness of your voice is really important, and that, while your smile cannot be seen over the telephone, your voice and manner will reflect it."

Another section of the booklet deals with the bearing of a "store representative." Thus: "A gentlemanly or ladylike manner really comes naturally to most people who are considerate and thoughtful towards others. Rushing noisily through the store, or carelessly forging ahead of customers through lift doors or swing doors is quite the opposite of good manners. Smoking or chewing in corridors or other unauthorised places is also very wrong; and finally, we should be careful to avoid congregating in crowds, particularly while customers are awaiting our attentions." It is a pity that something like this is not handed out to certain sales-girls in Great Britain. But, as Mr. Myer says, English sales-girls should not be blamed. It is the members of the public who are really at fault. They have been so regimented and so used to queueing up, and have become so grateful if they can get anything at all in a store, that the average girls become spoilt. They (the public) seem to think that the sales-girls are doing a wonderful service simply by selling goods to them, instead of the exact reverse.

Mr. Myer was too polite to comment much on the presentation of merchandise in English stores, but he thinks that, with very few exceptions, they are somewhat unimaginative, and that little or nothing in the window displays is likely to make a passer-by stop and look.

From England the Emporium imports cut glass, men's clothes, carpets, and particularly cotton fabrics from Lancashire. In Melbourne it introduced the innovation of prefabricated houses, of which it has sold 500.

The clubs to which the staff can belong are very nearly endless, as a glance at the House Magazine shows. There are clubs for snooker, cricket, football, basket-ball, bowls and table-tennis. In addition, men can take wrestling, boxing and jiu-jitsu. There is a stamp-collectors' club, a Christian Fellowship club, cultural evenings, physical training classes and a mortality fund. Membership of this is voluntary. A levy of 1s. is made on members each time a member of the fund dies. The proceeds are then paid to the person named by the deceased.

As for sick leave, a week's sick leave per annum at full pay can be accumulated for five years. This means that it is possible to obtain a credit of 25 or 30 days.

Promotion is very carefully studied from the moment that the Training Supervisor gives instructions to the latest employee. At least two of the directors began life as junior clerks.

As I have said, there are to-day 10,000 employees, a far cry from the one-man hut in the Gold Rush at Bendigo less than fifty years ago; and, if Sir Stafford Cripps does not mind my saying so, a pretty good example of unfettered private enterprise.

A MELBOURNE EMPORIUM WHICH COVERS 59 ACRES—MYER'S DEPARTMENT STORE AS IT IS TO-DAY: Last year this flourishing business had a turnover of £A16,500,000, and it will be even greater in 1948. In 1949 special preparations are being made to cater for popular demand at the time of the visit of the Royal Family to Australia, when a spate of buying is expected by the clothes-conscious Melbourne public

FILM and DRAMA

"Christopher Columbus" on the Screen; a Film of the Ballet, and a Play Based on the Thompson-Bywaters Case

MISS SHARMAN DOUGLAS MEETS CHRISTOPHER COLUMBUS: The daughter of the United States Ambassador visited Fredric March and his wife, Florence Eldridge, on the set at the Gainsborough Film Studios at Shepherd's Bush. The celebrated Hollywood film stars indulged in an off-the-ration feast in the great banquet scene in the new film of the story of Christopher Columbus. The name-part is played by Fredric March and his wife, Florence Eldridge, portrays Queen Isobel of Spain. March's fifteen-year-old daughter, Penelope, came over on the *Queen Mary* last month to join her father and the family expect to return to America in the middle of next month

THE REPERTORY ACTRESS WHO MADE GOOD IN THE WEST END: Kathleen Michael in the late Frank Vosper's "People Like Us" at Wyndham's Theatre with Clive Morton as Harold

"THE RED SHOES" BALLET FROM THE FILM OF THAT NAME: Robert Helpmann, Moira Shearer and Leonide Massine in the ballet which is based on the Hans Andersen fairy story. The 13½-minute ballet is the highlight of the film, a romantic tragedy of the ballet world. The choreography of the ballet is by Robert Helpmann, music by Brian Easdale and décor and costumes by Hein Heckroth, whose designs for *The Green Table*, when he was with the Ballet Jooss, won him the first prize at the International Concours in Paris. The film has been written, produced and directed by Michael Powell and Emeric Pressburger and has a brilliant cast which includes lovely red-headed Moira Shearer of the Sadler's Wells Ballet Company as Vicky Page, the ballet dancer who falls in love with a young composer, Julian Craster (played by Marius Goring), who joins the Lermontov Ballet company with her. Leonide Massine and Robert Helpmann take part with Moira Shearer in the ballet scene; Anton Walbrook plays Lermontov, the impresario

KATHLEEN MICHAEL AND MILES MALLESON IN THE PLAY ABOUT THE THOMPSON-BYWATERS CASE: "People Like Us" was written in 1929 but it was refused a licence because it was so plainly based on the facts of the murder

ETHEL ACCEPTS CONGRATULATIONS ON HER ENGAGEMENT TO HAROLD: Left to right are Clive Morton as Harold Carter; George Rose as Dickie Miles; Miles Malleson as Mr. Underwood; Kathleen Michael as Ethel Underwood and Alison Leggatt as Mrs. Underwood. *People Like Us* could not be produced when it was written, nineteen years ago, because it was considered that it might cause distress to people connected with the Thompson-Bywaters murder case, which was then fresh in the memory of the public and upon which the story of the play was based. The drama was acclaimed enthusiastically on its first night at Wyndham's Theatre, earlier this month. Kathleen Michael, a twenty-nine-year-old actress who has done some excellent work in repertory companies and plays the part of Ethel (based on Mrs. Thompson), made a great personal success

The World of Books—By VERNON FANE

CÆSAR BORGIA: A NEW ESTIMATE

Nigel Balchin Sums Up the Ambitions and the Villainies of the Notorious Duke

FOR those who think about Cæsar Borgia at all, and I can think of a number of European characters who must have had him in their thoughts in the past twenty years, there have been two clearly defined points of view: the black or the white. The black point of view is held by ninety-nine out of a hundred people who contemplate what is generally known of his history and iniquities. The white view was held by Machiavelli, who wrote: "Upon a thorough review, therefore, of the Duke's conduct and actions I see nothing worthy of reprehension in them. For as he had a great spirit and vast designs, he could not well have acted otherwise in his circumstances."

Mr. Nigel Balchin courageously—and ingeniously—takes a third view, which he expresses with considerable wit in THE BORGIA TESTAMENT (Collins. 9s. 6d.). The novel purports to be the last will and testament of "Cesare Borgia of France," and is written in a crisp modern idiom which is surprisingly inoffensive, and even succeeds in making Borgia appear a more telling and trenchant character than before, although the man whose motto was *Aut Cæsar aut nihil* was no tame dove by anybody's computation.

AUTHOR OF "THE BORGIA TESTAMENT": Nigel Balchin, who has taken a notorious figure from history, revealing him as a trenchant character who never at any time practised self-deception

One of Mr. Balchin's assumptions, and an excellent basis it is for such a story, is that Borgia's candour equalled his villainies; that he never practised self-deception and that his treatment of other human beings, even those very near to him, was dictated by a profound, a complete contempt for what he considered physical or moral weakness, even when this dictum applied to his own father, Pope Alexander VI.

Borgia's plans were vast indeed, for it was just one facet of them to turn the power of the Church into real and temporal power, and to transform his father into a Roman Emperor so that, the position having been created, the man himself could be replaced as occasion suggested. The writer illustrates Borgia's disdain for public opinion in his account of the Pope's escape from an accident. "The people who were kneeling in the streets thanking God for killing him, just went on kneeling there and thanked God for preserving him." With that scorn as a constant state of mind, the Duke's ruthlessness needs little further accounting.

Whether Mr. Balchin's presentation of the case convinces you or not, I think you will find his book as stimulating as I did, and as entertaining.

The book that brought a degree of fame to Mr. Rom Landau was one of philosophy and religion, *God is My Adventure*. With a novel he seems less at ease, though this is not apparent in the prodigious scale on which he expresses himself. ODYSSEUS (Macdonald. 12s. 6d.) is more than 570 pages long, covers a period of more than twenty years, and takes the action through more countries than his Greek namesake ever dreamed of, and that is excluding the countries of the spirit, in which Mr. Landau's hero is also an indefatigable traveller.

Briefly, to introduce the writer to a new term, this is the story of one John Pilgrim in search of spiritual security. His pseudonym is Odysseus, but his proper name is the key to his character. This is a device much used by Mr. Landau, who calls an art critic Dr. Schwindler, a progressive member of Parliament Ben Upright, a pink-ish intellectual Alec Sham, a saintly young man Bert Christian, and an old woman from Lambeth Mrs. Frumps. All this gives the book an illusory likeness to the game of "Happy Families," but there all relation to the frivolous ends.

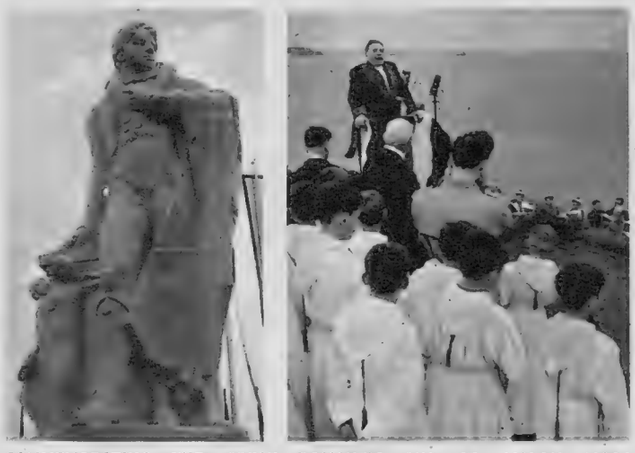
The novel is as serious and thoughtful as all Mr. Landau's work, and as sincere. Pilgrim's journeyings are mapped accurately and in detail, and his progression through physical and spiritual experiences are charted as clearly and definitely as the records in any case history of a particularly unusual type. Having gone through impermanent triumphs as an artist, as a lover, as a lecturer and as a leader of religious thought, Pilgrim finds the haven of his peace of mind in helping with the education of one little boy and, like a more celebrated character, in cultivating his garden.

The fact that I find Mr. Landau's writing on the portentous side will probably be no deterrent to some thousands of inquiring readers.

Any chronicle that opens with the following promising phrases is obviously one to be examined with care. "A most upsetting thing has happened," writes a young girl who is new to business and to social life, "I have begun reading about psychoanalysis and I am appalled." The young girl is CHRYSANTHA (Bodley Head. 9s. 6d.), heroine of an enchanting, though occasionally baffling new novel by Margaret Drake, who is herself a new writer we should all watch carefully for her next surprise, since her style is original and her observation acute and witty.

Chrysantha is a disconcerting quantity as a schoolgirl, and no less disconcerting after she has taken a secretarial course and achieved a job with an engineering firm. As her author says, she has a tendency to be devastatingly right for the wrong reasons.

This is not by any means a stereotyped story, but a very diverting one, and full of good things.



COMMEMORATING THE GREAT ROMANTIC AND ST. MALO'S MOST CELEBRATED SON: *Left*—The statue to François René Vicomte de Chateaubriand, designed by the French sculptor Armel Beaufils, seen after its unveiling at St. Malo, on the centenary of Chateaubriand's death. *Right*—M. Herriot, President of the French National Assembly, delivering the inaugural address beside the statue on the foreshore. Chateaubriand, who was born in 1768, was the chief leader of the Romantic movement in nineteenth-century literature, and, imbued with revolutionary ideas, assisted Washington in the United States. He has often been described as the supreme egotist, but as a writer he had a peculiar magical touch. On the same day as the statue was unveiled the insignia of Knight of the Legion of Honour and the War Cross were awarded to the city of St. Malo, a severe sufferer during the war

Here is an amusing book of reminiscences of a childhood and young manhood spent largely in Providence, Rhode Island, between the years of 1903 and 1912. ANOTHER DAY ANOTHER DOLLAR (Benn. 9s. 6d.) describes Mr. Winterich's financial status when in his first employment, which was as a delivery boy for a grocer's shop, except that for accuracy it should read "Another week, another dollar." It goes without saying that authors seldom embark on this kind of memoir if their experiences have had the flat dullness of the commonplace, and Mr. Winterich's early life seems fully to justify his claim to be an autobiographer. As a child and later, principally later, he was in his share of scrapes and escapades, though it is possible, too, that his wit enlivens them in retrospect, for this is a diverting little book, and a respectable member of the Mark Twain school.

THERE WERE TWO PRIVATES (Bodley Head. 7s. 6d.), by James Branch Cabell, is not a commonplace story, but consists of the scandalous adventures of a king among pirates who held sway off the Florida coast at the end of the eighteenth century. This Gasparilla, who appears as the author of these memoirs, was a terrible fellow who showed no mercy to his victims, whether male, female, hostile or friendly. He cut throats and ruined reputations without a moment's thought, and in fact the only thing that saves the tale of his adventures from becoming a deadly bore is the villain's own attitude to it, for this can only be described as light-hearted in the extreme. And his candour, let it be said, matches Casanova's. Altogether, this is just the thing for the Cabell *coterie*.

TOM PAINE: THE NORFOLK REVOLUTIONARY

Tom Paine, the demagogue of two worlds, sometime Clerk of the Pennsylvania Legislature, sometime representative in the French Convention of the Department of Calais, the man who quarrelled with Washington and almost lost his head to Robespierre, was the son of a Norfolk staymaker, and, for all his internationalism, remains essentially England's special revolutionary, the dynamic purveyor of vigorously-held beliefs and political home truths for humble people. Paine's writings had tremendous force, and it is easy to understand how *The Age of Reason* and *The Rights of Man*, the work of a rough, ready, passionate controversialist, became the sacred books of the extreme Radical party in England. To-day, estimated more calmly, these books may have lost most of their original persuasive force, but they have not lost their literary appeal or their power to stimulate, and Howard Fast, in editing THE SELECTED WORK OF TOM PAINE (Bodley Head. 10s. 6d.), has chosen passages of earnest and even lofty eloquence which help to place in very fair perspective the character of Paine. The book concludes with Paine's celebrated letter to Washington. It clearly shows what an excessive importance the English revolutionary attached to his own words, how ready he was to accept the commonplace that his pen had been as effective as the Virginian's sword. It is a document of inexcusable bitterness, hard indeed to link with the man who wrote *The Crisis*, that instrument of American freedom, beginning with those memorable words that became a battle-cry for a whole brave nation: "These are the times that try men's souls. The summer soldier and the sunshine patriot will, in this crisis, shrink from the service of his country; but he that stands it NOW deserves the love and thanks of man and woman." That was Tom Paine at his eloquent best, the man who called for action in specific and not in abstract terms; who invited men to fight for freedom while others asked only that men should think of it.

Vilhjalmir Stefansson, born at Arnes, Manitoba, in 1879, of Icelandic parentage, is one of the foremost explorers in this age, and his voyages to the Arctic, his life among the Eskimo people, have played no small part in making Canada conscious of her vast northern heritage. In GREAT ADVENTURES AND EXPLORATIONS (Robert Hale. 25s.) Dr. Stefansson has attempted to present the story of world discovery from the time of Pytheas, the Greek astronomer from Marseilles, who in the fourth century B.C. voyaged from Spain to the Orkneys and on to the edge of the northern pack-ice, to Scott, Amundsen, Shackleton and Peary, who in modern times played such stirring, often heroic parts. Wherever possible, the author draws upon contemporary writing, upon the words of the explorers themselves, and in a volume of nearly 800 pages has succeeded in producing a well-knit and highly informed narrative. There is a noble simplicity in the words of some of these great explorers. They seem to come, crystal clear and unencumbered, from the waste spaces, and many will be enthralled by the story of Amundsen's conquest of the Pole, which as a great human document rivals the Scott diaries. Dr. Stefansson is at his best in the chapters dealing with the Arctic and the Antarctic, for that is his own *metier*, but he does not make the mistake of throwing too fierce a light upon the polar aspect of exploration.

J. Wentworth Day writes with a practised charm, and the city dweller, land hungry, denied the pleasure of daily contact with the good earth, who communes with nature from the summit of a tram, has long taken Mr. Day to his heart. WILD WINGS AND SOME FOOTSTEPS (Blandford Press. 15s.) is the latest addition to his prodigious output, and these vivid stories of the birds and animals he knows so well, of early mornings among "the tall, tawny sandhills," of evenings by the gleaming meres and sentinel windmills of his beloved East Anglia, will no doubt find a warm welcome among his army of readers. If only this talented observer of nature would eschew more often the thunderous adjective, the highly-coloured simile, we would all find him utterly convincing. Roland Green's illustrations, eight of them in colour, are first-rate.

Roy Bedichek is a Texan and, like Mr. Day, takes an infinite delight in the observance of nature. Anything from the courtship of the vermilion flycatcher to the theatrical antics of "a crazy quail" excite his attention and imagination. In ADVENTURES WITH A NATURALIST (Gollancz. 12s. 6d.) he tells of wrens that are almost as big as robins and bark like angry rodents, of the snowy egret, most aristocratic of birds, nesting with domestic hens, of rabbits which outwit golden eagles; in fact, he writes as a good Texan should, a little larger than life.

STRANGERS AND BROTHERS (Faber and Faber. 10s. 6d.) was first published in 1940. It is the first of four long novels projected by C. P. Snow and dealing with the years between the wars. This tragedy of an idealist who went wrong has both penetration and a certain lyrical quality.

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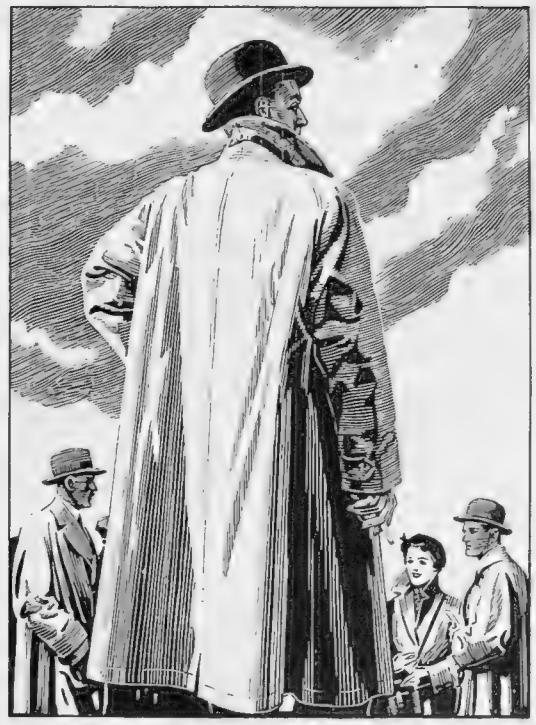

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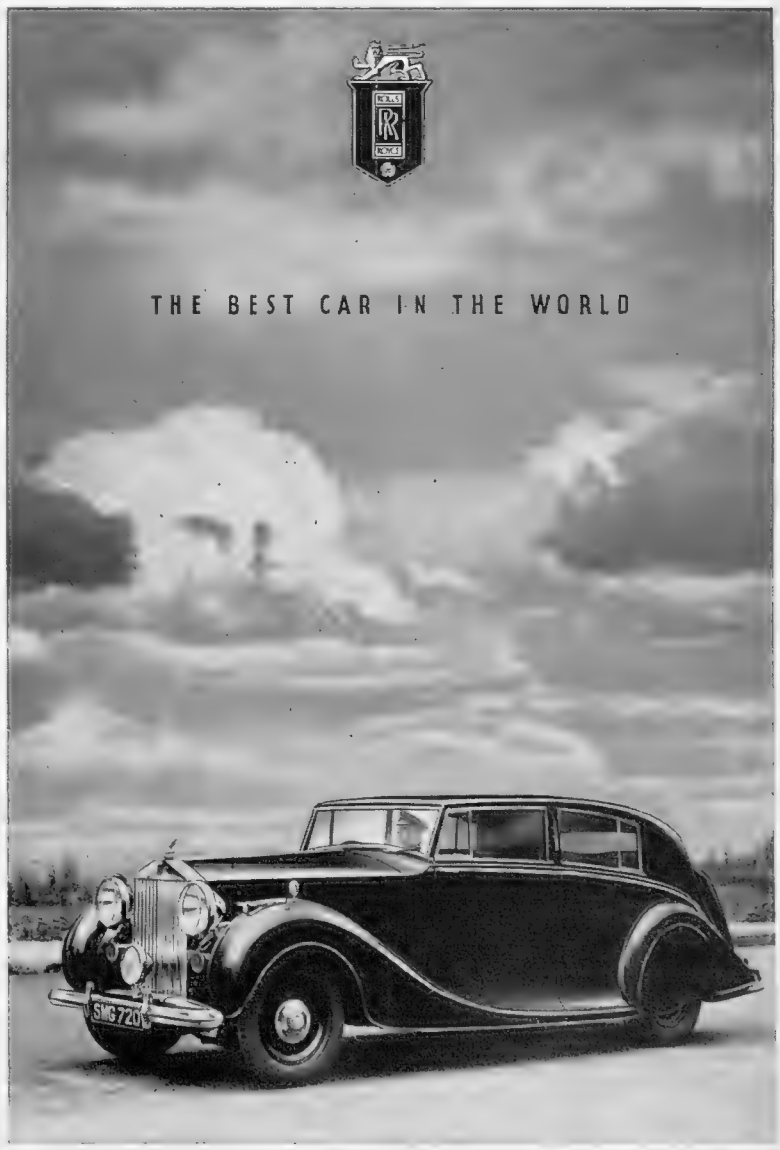

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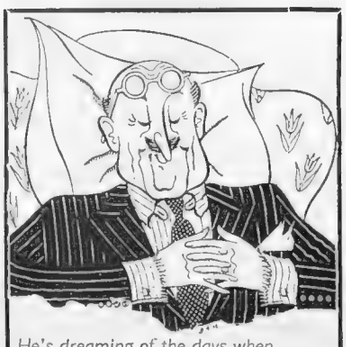

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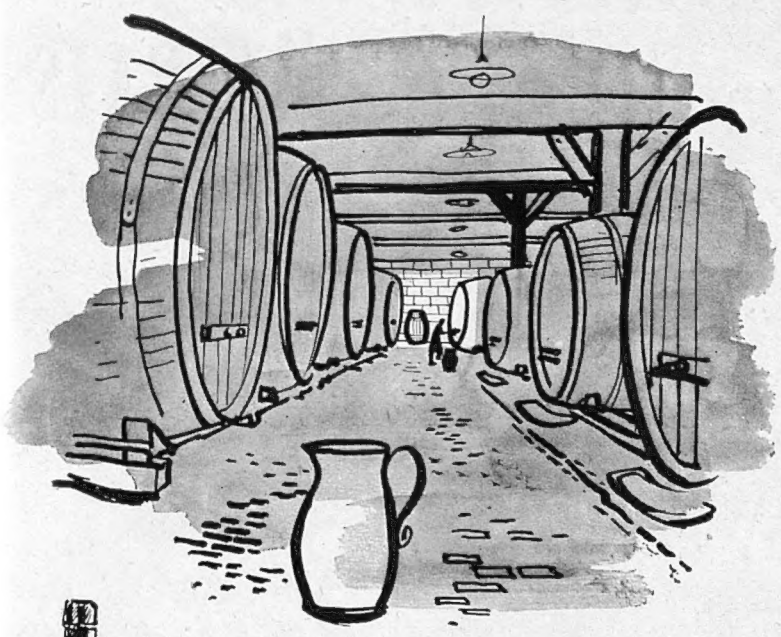

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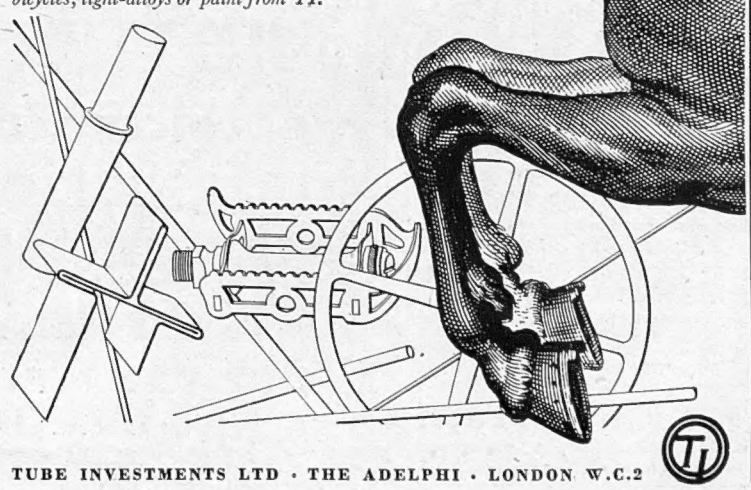

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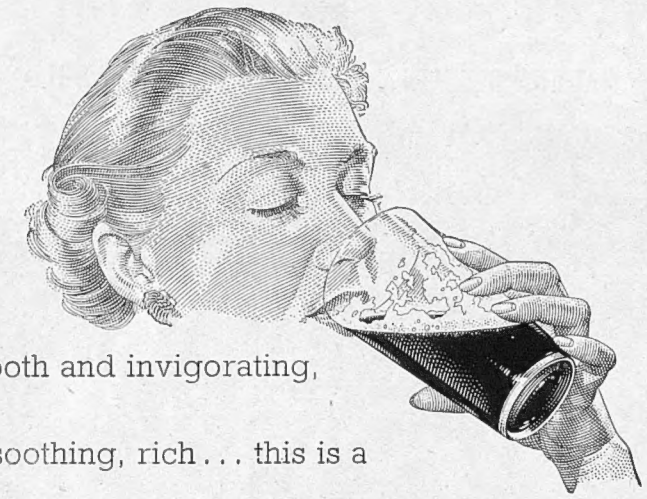

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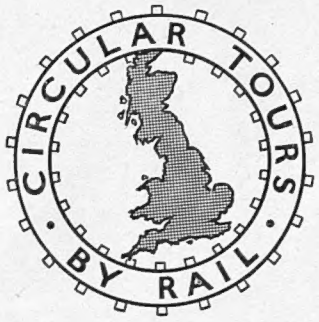

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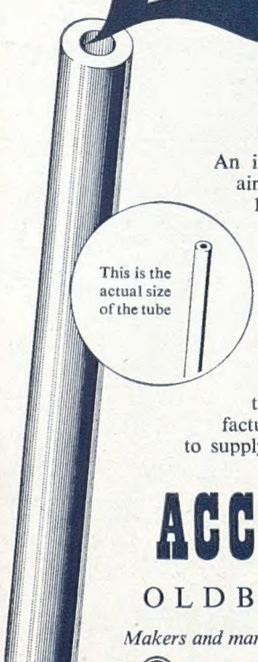

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